
Final
Archaeological Inventory Survey Report
For City Center (Section 4) of the
Honolulu High-Capacity Transit Corridor Project,
Kalihi, Kapālama, Honolulu, and Waikīkī Ahupua‘a,
Honolulu (Kona) District, Island of O‘ahu
TMK [1] 1-2, 1-5, 1-7, 2-1, 2-3 (Various Plats and Parcels)

Volume I

Prepared for
The City and County of Honolulu
and
The Federal Transit Administration

On Behalf of
PB Americas, Inc.

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(Job Code: KALIHI 23)

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Management Summary

Reference	Archaeological Inventory Survey Report* for City Center (Section 4) of the Honolulu High-Capacity Transit Corridor Project, Kalihi, Kapālama, Honolulu, and Waikīkī Ahupua‘a, Honolulu (Kona) District, Island of O‘ahu, TMK [1] 1-2, 1-5, 1-7, 2-1, 2-3 (Various Plats and Parcels) (Hammatt 2013)
Date	August 2013
Project Number	Cultural Surveys Hawai‘i, Inc. (CSH) Job Code: KALIHI 23
Investigation Permit Number	The fieldwork for this archaeological inventory survey (AIS) was carried out under annual archaeological permit numbers 11-17, 12-04, and 13-06 issued by the Hawai‘i State Historic Preservation Division/Department of Land and Natural Resources (SHPD/DLNR) per Hawai‘i Administrative Rules (HAR) §13-282.
Project Location and AIS Study Area	The Honolulu High-Capacity Transit Corridor Project (HHCTCP) extends approximately 23 miles (37.0 km) from Kapolei in the west to the Ala Moana Center in the east. The City Center AIS focuses on the eastern-most 4.3 miles (6.9 km) of the overall HHCTCP area. This AIS study area includes all of City Center (Section 4) and the eastern-most portion of Airport (Section 3) of the HHCTCP. The AIS study area is depicted on the 1998 Honolulu U.S.G.S. 7.5-minute topographic quadrangle.
Agencies	Honolulu Authority for Rapid Transportation (HART) of the City and County of Honolulu (City); SHPD; Federal Transit Administration (FTA)
Land Jurisdiction	State, City, and Private. The study area, constituting all of the HHCTCP Section 4 (City Center) and the eastern portion of HHCTCP Section 3 (Airport), is primarily located within existing road rights-of-way owned by the State of Hawai‘i or the City and County of Honolulu, including Dillingham Boulevard, Ka‘aahi Street, Nimitz Highway, Ala Moana Boulevard, Halekauwila Street, Queen Street, and Kona Street. Many of the support facilities along the project corridor are currently located on adjacent privately-owned lands.
Funding	FTA, City
Project Description and Related Ground Disturbance	The project purpose is to provide high-capacity rapid transit in the highly congested east-west transportation corridor between Kapolei and Ala Moana Center via a fixed guideway rail transit system. In addition to the guideway, the project will require construction of transit stations and ancillary support facilities. The nine proposed transit stations within the City Center AIS study area are (1) Middle Street Transit Center Station, (2) Kalihi Station, (3) Kapālama Station, (4) Iwilei Station, (5) Chinatown Station, (6) Downtown Station, (7) Civic Center Station, (8) Kaka‘ako Station, and (9) Ala Moana Center Station. An additional component of the City Center AIS study area is comprised of a utility relocation corridor that extends, from west to east, from Richard Street along Ala Moana Boulevard, up Punchbowl Street,

	<p>along Pohukaina Street and up Cooke Street to Halekauwila Street, where it merges with the guideway alignment. Project construction will also require relocation of existing utility lines within the project corridor that conflict with the proposed project design. Minimally, land-disturbing activities would include grading of facility locations and excavations for guideway column foundations, subsurface utility relocation and installation, and station and ancillary facility foundation construction. The vast majority of the area of disturbance will be due to utility relocation and road widening.</p>
Area of Potential Effect and Survey Acreage	<p>The HHCTCP area of potential effect for archaeological cultural resources is defined in the HHCTCP Programmatic Agreement Final – January 2011 (PA) (Stipulation III.A.1.) as all areas of direct ground disturbance. For the City Center AIS study area (all of Section 4 and the eastern portion of Section 3), HHCTCP project engineers estimate that the project's area of direct ground disturbance is approximately 604,289 square feet (or 13.87 acres). These 13.87 acres are the survey area for this AIS investigation.</p>
Historic Preservation Regulatory Context	<p>Due to federal (FTA) funding and the use of federal (U.S. Navy) lands (in Section 3), this project is a federal undertaking, requiring compliance with Section 106 of the National Historic Preservation Act, the National Environmental Policy Act, and Section 4(f) of the Department of Transportation Act. Through the Section 106 historic preservation review process, the project's lead federal agency, FTA, has determined that the project will have an adverse effect on historic properties currently listed, or eligible for listing, on the National Register of Historic Places (National Register). The Hawai'i State Historic Preservation Officer (SHPO) concurred with this undertaking effect determination (refer to the project's PA for further documentation).</p> <p>To mitigate the undertaking's potential adverse effect, a PA was executed January 18, 2011, with FTA, Hawai'i SHPO, the United States Navy, and the Advisory Council on Historic Preservation as signatories, and the City as an invited signatory. PA Stipulation III requires that an archaeological inventory survey plan (AISP) be prepared and approved by the SHPD for each of the four HHCTCP construction sections.</p> <p>An AISP for City Center (Hammatt et al. 2011) was prepared to fulfill PA Stipulation III and was accepted by SHPD on October 25, 2011 (Log No. 2011.2379, Doc. No. 1110NN08). The AISP defines the scope of work and details the proposed methods and sampling strategy for this AIS, in accordance with the requirements for an AISP stated in HAR Chapter 13-275-5(c).</p> <p>Subsequently, consideration was given to an alternate site (Alternate A) for the Kaka'ako Station located approximately 50 m northeast (<i>mauka</i>) of the Kaka'ako Station location addressed in the Hammatt et al. (2011) AISP for City Center. This alternate station site, and associated minor changes to the immediately adjacent guideway alignment, were addressed in an Addendum AISP (Hammatt et al. 2013). The Addendum AISP was accepted by SHPD</p>

	<p>on March 1, 2013 (Log No. 2013.1958, Doc. No. 1302SL28).</p> <p>Following the approved City Center AISP (Hammatt et al. 2011), as amended in the City Center AISP Addendum (Hammatt et al. 2013), the City Center AIS investigation was completed. This AIS report was prepared in consideration of the <i>Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation</i> and to support the project's PA and Section 106 compliance. This AIS investigation also supports the project's historic preservation review under Hawai'i Revised Statutes (HRS) Chapter 6E-8 and HAR §13-275 governing procedures for historic preservation review for governmental projects, and HAR §13-276 governing standards for archaeological inventory surveys and reports.</p> <p>Following HAR §13-300 and HRS Chapter 6E-43, identified human skeletal remains were treated in consultation among SHPD, the City, the O'ahu Island Burial Council (OIBC), and cultural descendants from the area.</p> <p>A “<i>Consultation Protocol for Iwi Kūpuna Discovery During the Archaeological Inventory Survey for the City Center (Construction Phase 4) of the HHCTCP</i>” (Hammatt 2011) (reviewed and approved by FTA, per the project's PA requirements) was developed during the City Center AISP preparation to facilitate consultation regarding the treatment of identified human skeletal remains in the City Center.</p> <p>This investigation focused exclusively on archaeological cultural resources. Identification of resources and Hawai'i Register of Historic Places (Hawai'i Register) and National Register eligibility recommendations for the project area's architectural cultural resources, including historic roads, bridges, and structures, was conducted as a separate effort in association with the project's Final Environmental Impact Statement (FEIS) (USDOT/FTA and City/DTS 2010).</p>
Document Purpose	<p>This AIS investigation was conducted to identify, document, and make Hawai'i and National Register eligibility recommendations for the study area's archaeological cultural resources¹. In consultation with the SHPD, this investigation was also designed to fulfill the State requirements for an AIS per HAR §13-276. The report includes an undertaking-specific effect recommendation and treatment/mitigation recommendations for the identified archaeological cultural resources recommended Hawai'i/National Register-eligible. This document is intended to support project-related historic preservation consultation among stake-holding federal and state agencies, interested Native Hawaiian groups and individuals, and community groups.</p>
Summary of Fieldwork Effort	<p>Fieldwork consisted of pedestrian inspection, ground penetrating radar (GPR) survey, and an archaeological subsurface testing program comprised of machine-assisted test excavations and geotechnical borings. Pedestrian inspection of the City Center AIS study area was carried out on the following three occasions: in (1) May 2011 to support preparation of the</p>

	<p>City Center AISP (Hammatt et al. 2011), (2) November 2011 when the City Center AIS fieldwork began, and (3) February 2013 when the AIS subsurface testing program was completed. Two hundred fifty (250) test excavations (232 original, 9 abandoned, and 27 added test excavations) were documented as part of the City Center AIS (8% more than the 232 test excavations specified as the initial sampling strategy in the City Center AISP). Seven geotechnical borings were carried out under archaeological supervision to investigate specific stratigraphic distributions and boundaries. Each test excavation was surveyed with GPR before its excavation and the post-processed GPR results were compared to the actual excavation results. Fieldwork was carried out under the supervision of Matt McDermott, M.A., and Hallett H. Hammatt, Ph.D. (principal investigators) intermittently between November 2011 and February 2013. Field staff included 33 CSH archaeologists: Jennifer Bellville, Doug Borthwick, Kelly Burke, Rebecca Choi, Erin Coward, Ellen DeLeeuw, Brittany Enanoria, Randy Groza, Alex Hazlett, Nifae (Mana) Hunkin, Kulani Jones, Andrea Kay, Nigel Kingsbury, Fred LaChance, Mandy Lawson, Kimi Matsushima, Leandra Medina, Abbey Mierzejewski, Veronica Morriss, Connie O'Hare, Malina Reveal, Michael (Pablo) Rivera, Craig Schifferns, David Shideler, Andrew Soltz, Ena Sroat, Cary Stine, Doug Thurman, Jon Tulchin, Todd Tulchin, Tyler Turan, Josephine Yucha, and Trevor Yucha. Fieldwork required approximately 6300 person-hours or 785 person-days to complete.</p>
<p>Cultural Resources / Historic Properties² Identified and Determined / Recommended Eligibility to the National / Hawai'i Registers³</p>	<p>Nineteen (19) archaeological cultural resources were identified within, or immediately adjacent to, the City Center AIS study area. Twelve of these resources were previously identified and documented, and some have already had their Hawai'i and/or National Register-eligibility determined. Where this eligibility has not yet been determined for these previously identified cultural resources, eligibility recommendations are given based on available information. The remaining seven were newly identified and documented during the City Center AIS and their Hawai'i and National Register-eligibility is presented here as a recommendation. All 19 archaeological cultural resources have been assigned Hawai'i State Inventory of Historic Properties (SIHP) numbers, all with the prefix 50-80-14. They are listed below roughly from west to east. The bold SIHP #s are newly identified as part of the City Center AIS, and the associated test excavations are listed:</p> <p>SIHP #-7425, a subsurface fire feature remnant (interpreted as the remains of a single <i>imu</i> or earth oven), recommended eligible to both the Hawai'i and National Registers under Criterion D. T-020.</p> <p>SIHP #-7426, a subsurface wetland deposit, recommended eligible to both the Hawai'i and National Registers under Criterion D. T-054 through T-082, and T-085.</p> <p>SIHP #-7506, a subsurface incinerated trash deposit, recommended eligible</p>

	<p>to the Hawai'i and National Register under Criterion D. T-064, T-066, and T-067.</p> <p>SIHP #-5368, the subsurface remnants of Kūwili Fishpond, previously determined eligible to both the Hawai'i and National Registers under Criterion D. T-088, T-091, through T-094</p> <p>SIHP #-5966⁴, the subsurface remnants of Kawa Fishpond, previously determined eligible to both the Hawai'i and National Registers under Criterion D. T-095 within fishpond boundaries but no fishpond sediments observed.</p> <p>SIHP #-7427, subsurface infrastructure remnants, subsurface cultural deposits, and a human skeletal element, recommended eligible to both the Hawai'i and National Registers under Criterion D and eligible to the Hawai'i Register under Criterion E. T-096 through T-101 and test bores C-1 through C-6.</p> <p>SIHP #-7428, a subsurface cultural deposit and historic building foundation, recommended eligible to both the Hawai'i and National Registers under Criterion D. T-119, T-119A, T-120, T-120A, T-120B.</p> <p>SIHP #-2963, a subsurface cultural deposit, subsurface pond sediments, human burials, and animal burials, recommended eligible to the Hawai'i Register under Criteria D and E and eligible to the National Register under Criterion D. T-122, T-123, and T-124.</p> <p>SIHP #-7124, subsurface infrastructure remnants, previously determined eligible to the Hawai'i Register under Criteria A and D, recommended eligible to the Hawai'i and National Register under Criterion D. T-132.</p> <p>SIHP #-7189, a subsurface burnt trash deposit, previously determined eligible to the Hawai'i Register under Criteria A and D, recommended eligible to the Hawai'i and National Register under Criterion D. T-130, T-132, T-134, T-138, T-140, T-231A, T-232, and T-232A.</p> <p>SIHP #-7190, subsurface salt pan remnants, previously determined eligible to the Hawai'i Register under Criteria A and D, recommended eligible to the National Register under Criterion D. T-229 and T-230.</p> <p>SIHP #-7197⁵, a subsurface cultural deposit and fire pit feature, previously determined eligible to the Hawai'i Register under Criterion A and D and recommended eligible to the National Register under Criterion D. Not observed in current AIS, but potentially affected by project construction due to close proximity.</p> <p>SIHP #-5820, a subsurface cultural deposit and human burials, recommended eligible to the Hawai'i Register under Criterion D and E and eligible to the National Register under Criterion D. T-141, T-142, T-145, T-146A, T-150, T-151, and T-151A.</p>
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	<p>SIHP #-7429, subsurface cultural deposit and human skeletal element, recommended eligible to the Hawai‘i Register under Criterion D and E and eligible to the National Register under Criterion D. T-167, T-168, T-168A, T-168B, T-169, T-170, and T-170A.</p> <p>SIHP #-6856, the subsurface remnants of Kolowalu Fishpond previously determined eligible to the Hawai‘i Register under Criterion D, recommended eligible to the National Register under Criterion D. T-181 through T-185</p> <p>SIHP #-6636, a subsurface deposit (Kewalo wetland), previously determined eligible to the Hawai‘i Register under Criteria A and D, recommended eligible to the National Register under Criterion D. T-186 through T-193, T-195, T-196, T-198 through T-200, T-202, T-202A, T-203, T-205, T-207, T-208, T-210 through T-212, T-214, T-219, and T-220.</p> <p>SIHP #-7430, a subsurface privy remnant, recommended eligible to both the Hawai‘i and National Registers under Criterion D. T-202.</p> <p>SIHP #-7193, a subsurface trash deposit, previously determined ineligible to the Hawai‘i Register and recommended ineligible to the National Register, recommended eligible to the Hawai‘i Register and National Register under Criterion D. T-214.</p> <p>SIHP #-2918, a subsurface cultural deposit and human burials, recommended eligible to the Hawai‘i Register under Criteria D and E and eligible to the National Register under Criterion D. T-226A, T-226B, T-226C, and T-226D, T-227 and T-227A.</p>
Identified Human Skeletal Remains / Burials, Ethnicity, and Treatment Decision Jurisdiction	<p>Seven City Center AIS test excavations, located within four archaeological cultural resources (SIHP #s-7427, -5820, -7429, and -2918—see above), documented human skeletal remains. These ranged from previously disturbed single bones within imported fill deposits, to complete, previously undisturbed flexed individuals in Jaucas sand deposits. In all cases, the documentation, consultation, and treatment of the remains followed the City Center AISP (Hammatt et al. 2011) and the project’s “<i>Consultation Protocol for Iwi Kūpuna Discovery During the Archaeological Inventory Survey for the City Center (Construction Phase 4)</i>” (Hammatt 2011). This included immediate notification and consultation with the O‘ahu Island Burial Council (OIBC) Kona representatives, SHPD, HART representatives, and project engineers. Consultation regarding the ethnicity, treatment decision jurisdiction (SHPD or OIBC), and the applicability of Hawai‘i State Burial Law (HRS Chapter 6E-43 and HAR §13-300) is currently underway between SHPD and HART. Consultation with potential and recognized cultural descendants to the remains is on-going, and will likely culminate in a City Center burial treatment plan (per HAR §13-300).</p>
Cultural Consultation Effort	<p>Following the project’s PA requirements (Stipulation III. B. and C.) and the AIS requirements of HAR §13-276, cultural consultation was an important component of this AIS report preparation. During the City Center AIS</p>

	<p>fieldwork, and subsequently during the preparation of this AIS report (throughout late 2012 and the first half of 2013), CSH and HART consulted frequently with the OIBC and SHPD regarding the progress and results of the AIS investigation. Presentations to the OIBC at their monthly August, September, October, November, and December 2012, and January, February March, April, May, and June 2013, meetings included updates on the City Center AIS results and the status of AIS report preparation. During this same time period (later 2012 and the first half of 2013) CSH met twice monthly with SHPD to discuss the progress and results of the AIS investigations for City Center. During these discussions in 2013, and in follow up emails, the significance of identified archaeological cultural resources was discussed, along with project effect and mitigation measure recommendations for the City Center AIS report. On February 20th, 2013, CSH and HART met with the Office of Hawaiian Affairs (OHA) and updated their archaeological and cultural staff on the City Center AIS results. During this OHA consultation meeting, CSH staff described the archaeological cultural resources documented, along with their significance and proposed mitigation measures. Additionally, CSH presented updates of the City Center AIS investigation at several meetings (November 8 and 27, 2012, December 17, 2012, February 7, 2013, March 18, 2013, April 11 and 17, 2013, May 15, 2013, and June 5, 2013) arranged to consult with, and seek treatment preferences from potential and recognized lineal or cultural descendants to the human skeletal remains identified during the City Center AIS.</p>
Effect Recommendation	<p>As noted above, through the project's Section 106 historic preservation review process, the project has already been determined to have an "adverse effect" on historic properties. The AIS investigation results are in keeping with this federal effect determination because Section 4 will potentially adversely affect portions of the nineteen archaeological cultural resources listed above. Under Hawai'i State historic preservation review legislation, a project-specific effect recommendation of "effect, with proposed mitigation commitments" is appropriate. The recommended mitigation measures will reduce the project's effect on the archaeological cultural resources within the City Center APE.</p>
Mitigation ⁶ Recommendations	<p>Based on the results of this AIS investigation, proposed archaeological cultural resource mitigation measures for the City Center (Section 4) construction are three-fold:</p> <ol style="list-style-type: none"> 1) Preparation and implementation of a City Center burial treatment plan per the requirements of HRS Chapter 6E-43 and HAR §13-300. 2) Preparation and implementation of a City Center archaeological monitoring program, per the requirements of HAR § 13-279. The archaeological monitoring program will help identify and properly treat any additional archaeological deposits and/or burials/human skeletal remains found during City Center construction. The specifics

	<p>of the archaeological monitoring program will be codified in an archaeological monitoring plan for the review and approval of the SHPD prior to construction work in City Center.</p> <p>3) Preparation and implementation of an archaeological data recovery program for SIHP #s -5966, -7427, -7428, -2963, -7190, -5820, -7429, and -2918. The data recovery research design and methods will be presented in a data recovery plan for SHPD review and approval. The appropriate completion of archaeological data recovery work will be verified by SHPD prior to initiation of City Center construction in the vicinity.</p> <p>This mitigation is consistent with the project's PA (Stipulations III D. and III E.) and HAR Chapter 13-275.</p>
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*The City Center AIS report is composed of 10 volumes. Volume I is the main document; Volume II presents the cultural, historical, and archaeological background research; Volume III contains pertinent land court documents; Volumes IVA, IVB, IVC, and IVD are the test excavation summaries; Volume V is the laboratory results; Volumes VIA and VIB are ground penetrating radar (GPR) results.

¹In historic preservation parlance, cultural resources are the physical remains and/or geographic locations that reflect the activity, heritage, and/or beliefs of ethnic groups, local communities, states, and/or nations. Generally, they are at least 50 years old, although there are exceptions, and include: buildings and structures; groupings of buildings or structures (historic districts); certain objects; archaeological artifacts, features, sites, and/or deposits; groupings of archaeological sites (archaeological districts); and, in some instances, natural landscape features and/or geographic locations of cultural significance.

²Historic properties, as defined in 36 CFR 800.16, are any prehistoric or historic districts, sites, buildings, structures, or objects included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This includes artifacts, records, and remains that are related to and located within such properties, as well as properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria. Determinations of eligibility are generally made by a federal agency official in consultation with the SHPO. Under federal legislation, a project's (undertaking's) potential effect on historic properties must be evaluated and potentially mitigated. Under Hawai'i State historic preservation legislation, historic properties are defined as any cultural resources that are 50 years old, regardless of their historic/cultural significance under state law, and a project's effect and potential mitigation measures are evaluated based on the project's potential impact to "significant" historic properties (those historic properties determined eligible, based on their integrity and historic/cultural significance in terms of established significance criteria, for inclusion in the Hawai'i Register of Historic Places). Determinations of eligibility to the Hawai'i Register result when a state agency official's historic property "significance assessment" is approved by SHPD, or when SHPD itself makes an eligibility determination for a historic property.

³Cultural resource significance is evaluated and expressed as eligibility for listing on the National and/or Hawai'i Register. To be considered eligible for listing on the National and/or Hawai'i Register a cultural resource should possess integrity of location, design, setting, materials, workmanship, feeling, and association, and meet one or more of the following broad cultural/historic significance criteria: "A" reflects major trends or events in the history of the state or nation; "B" is associated with the lives of persons significant in our past; "C" is an excellent example of a site type/work of a master; "D" has yielded or may be likely to yield information important in prehistory or history; and, "E" (Hawai'i Register only) has traditional cultural significance to an ethnic group, includes religious structures and/or burials.

⁴Although test excavation 95 was excavated within the footprint of SIHP #50-80-14-5966, Kawa Fishpond, actual pond sediments or structural remains were not observed during the City Center AIS fieldwork, only fill sediments related to the pond's infilling. Because the City Center construction will extend through Kawa Fishpond, there is potential for the project to affect this archaeological cultural resource. Accordingly, discussion and evaluation of significance, project effect, and project mitigation related to SIHP #50-80-14-5966 are included in this City Center AIS report.

⁵Although SIHP #50-80-14-7197 was not observed in the City Center AIS, because it was previously identified and documented (Pammer et al. 2011) in close proximity to the City Center APE (the Civic Center Station), and because the geographic extent of #-7197 is only generally understood, it is possible portions of #-7197 will be affected by the construction of City Center Section 4. Accordingly discussion and evaluation of significance, project effect, and project mitigation related to #-7197 are included in this City Center AIS Report.

⁶Under Hawai'i State historic preservation review legislation, there are the following five potential forms of historic preservation mitigation: (A) Preservation, (B) Architectural Recordation, (C) Archaeological Data Recovery (which includes archaeological monitoring), (D) Historical Data Recovery, and (E) Ethnographic Documentation (HAR §13-275-8).

Table of Contents

Management Summary	i
Section 1 Introduction	1
1.1 City Center AIS Background.....	1
1.2 Historic Preservation Regulatory Context.....	10
1.1 Overview of Proposed Project Construction.....	12
1.1.1 Fixed Guideway and Transit Stations.....	13
1.1.2 Support Facilities	13
1.1.3 Ancillary Impacts.....	13
1.1.4 Summary of Subsurface Impacts	14
1.2 Division of the City Center AIS Study Area into Geographic Zones.....	15
1.3 City Center AIS Report Organization.....	19
1.4 Environmental Setting	23
1.4.1 Natural Environment.....	23
1.4.2 Built Environment	23
Section 2 AIS Research Design and Methods.....	26
2.1 Research Design	26
2.2 Research Focus	28
2.3 Environmental, Cultural, Historical, and Archaeological Background Research.....	29
2.4 GPR Methods Investigation for the City Center AISP Preparation.....	29
2.5 Consultation.....	33
2.6 Field Methods	33
2.6.1 Personnel and Scheduling.....	33
2.6.2 Pedestrian Survey	34
2.6.3 GPR Survey	34
2.6.4 Test Excavation Methods.....	36
2.6.5 Geotechnical Core Methods.....	38
2.6.6 Sampling	39
2.6.7 Photography	40
2.6.8 Cultural Monitoring	40
2.7 Laboratory Methods.....	40
2.7.1 Traditional Hawaiian Artifacts	41
2.7.2 Historic Artifacts	41
2.7.3 Bulk Sediment Samples	41
2.7.4 Vertebrate Material.....	41
2.7.5 Invertebrate Material.....	41
2.7.6 Wood Taxa Identification	41
2.7.7 Radiocarbon Dating	42
2.7.8 EDXRF Analysis	42
2.7.9 Pollen/Micro Charcoal Particle Analysis.....	42
2.8 AIS Report.....	43
2.8.1 Report Contents	43
2.8.2 Cultural Resource Numbers and Feature Designations	43
2.8.3 Cultural Resource Significance Assessments	44

2.8.4 Review of Place Names, <i>Wahi Pana</i> (Storied Places), and Traditional Cultural Property Data During Archaeological Cultural Resource Interpretation and Significance Assessment	45
Section 3 Sampling Strategy.....	46
3.1 Excavation Sampling Strategy	46
3.2 Kaka'ako Station Relocation	49
3.3 Additional and Abandoned Testing	54
3.3.1 Decisions for Additional AIS Testing at the Location of an Archaeological Discovery	54
3.3.2 Decisions for Additional AIS Testing at Other Areas	56
3.3.3 Additional Testing Performed	56
3.3.4 Abandoned Testing	60
3.4 Excavation Sampling Strategy—Stations	61
3.5 Excavation Sampling Strategy—Guideway Column Foundation Locations and Utility Relocations.....	114
Section 4 Consultation	170
4.1 AIS Plan (AISP) Consultation	170
4.1.1 Burial Consultation Protocol	171
4.2 AIS Field Work Consultation	171
4.2.1 Community Meetings, Expos, Fairs, and Other Events	172
4.2.2 O'ahu Island Burial Council (OIBC)	174
4.2.3 SHPD Consultation.....	179
4.2.4 Office of Hawaiian Affairs (OHA).....	184
4.3 Descendant Identification and Consultation	186
4.3.1 Early Consultation	186
4.3.2 On-going Treatment Consultation	190
4.3.3 Cultural Descendant Burial Treatment Plan Meetings	195
4.4 AIS Cultural Monitoring.....	196
4.5 Examples of AIS Consultation Among Project engineers, HART, and SHPD to Avoid Archaeological Cultural Resources.....	197
Section 5 Results.....	201
5.1 Pedestrian Inspection	201
5.2 Excavation Summaries	201
5.3 Archaeological Cultural Resource Descriptions	209
5.3.1 SIHP #50-80-14-2918.....	213
5.3.2 SIHP #50-80-14-2963.....	242
5.3.3 SIHP #50-80-14-5368.....	279
5.3.4 SIHP #50-80-14-5820.....	317
5.3.5 SIHP #50-80-14-5966.....	368
5.3.6 SIHP #50-80-14-6636.....	384
5.3.7 SIHP #50-80-14-6856.....	426
5.3.8 SIHP #50-80-14-7124.....	459
5.3.9 SIHP #50-80-14-7189.....	484
5.3.10 SIHP #50-80-14-7190.....	497
5.3.11 SIHP #50-80-14-7193.....	514
5.3.12 SIHP #50-80-14-7197.....	537
5.3.13 SIHP #50-80-14-7425.....	545

5.3.14 SIHP #50-80-14-7426.....	552
5.3.15 SIHP #50-80-14-7427.....	572
5.3.16 SIHP #50-80-14-7428.....	609
5.3.17 SIHP #50-80-14-7429.....	639
5.3.18 SIHP #50-80-14-7430.....	655
5.3.19 SIHP #50-80-14-7506.....	676
Section 6 Summary and Interpretation.....	702
6.1 HHCTCP Background and Historic Preservation Regulatory Context	702
6.2 The City Center Archaeological Inventory Survey Plan	702
6.3 City Center AIS Fieldwork	703
6.4 Division of the City Center AIS Study Area into Geographic Zones.....	705
6.5 Identified Archaeological Cultural Resources	705
6.6 Laboratory Results	714
6.6.1 Summary of Traditional Hawaiian Artifacts.....	714
6.6.2 Energy-Dispersive X-ray Fluorescence Analysis	714
6.6.3 Summary of Historic Artifacts.....	715
6.6.4 Faunal Analysis	716
6.6.5 Analysis of Non-marine Mollusks	716
6.6.6 Wood Taxa Analysis.....	717
6.6.7 Radiocarbon Dating	718
6.6.8 Pollen Analysis	719
6.7 AISP Research Focus	719
6.7.1 Depositional Sequences	719
6.7.2 Ground Penetrating Radar	737
6.7.3 Pre-Contact and Pre-Fill/Land Reclamation Landforms	742
6.7.4 Human-Induced Environmental Change.....	758
6.7.5 Human Skeletal Remains.....	803
6.8 Cultural Consultation Effort	815
6.9 Completion of AIS Objectives.....	816
Section 7 Significance.....	817
Section 8 Project Effect and Mitigation Recommendations.....	826
8.1 Project Effect	826
8.2 Mitigation Recommendations.....	827
8.3 Disposition of Materials.....	828

List of Figures

Figure 1. Aerial photograph (source: U.S.G.S. orthoimagery 2005) showing the entire HHCTCP corridor, from East Kapolei to Ala Moana Center, including station locations, with the City Center AIS study area called out in green.....	2
Figure 2. Portion of the 1998 Honolulu U.S.G.S. 7.5-minute topographic quadrangle showing the City Center alignment and related transit facilities.....	3
Figure 3. Tax Map Key 1-2 showing the western portion of the City Center AIS study area.....	4
Figure 4. Tax Map Key 1-5 showing the central portion of the City Center AIS study area	5
Figure 5. Tax Map Key 1-7 showing the central portion of the City Center AIS study area	6
Figure 6. Tax Map Key 2-1 showing the central portion of the City Center AIS study area	7
Figure 7. Tax Map 2-3 showing the eastern portion of the City Center AIS study area	8
Figure 8. Aerial photograph (source: U.S.G.S. orthoimagery 2005) showing the City Center AIS study area	9
Figure 9. Portion of the 1998 Honolulu U.S.G.S. 7.5-minute topographic quadrangle showing City Center’s 11 geographic zones along with the nine City Center Stations	16
Figure 10. Aerial photograph (source: U.S.G.S. orthoimagery 2005) with overlay of the Soil Survey of Hawai‘i (Foote et al. 1972), showing USDA soil types in the vicinity of the City Center AIS study area	25
Figure 11. U.S.G.S. 7.5-Minute Series Topographic Map, Honolulu (1998) Quadrangle, showing the locations of GPR survey areas investigated as part of the AISP GPR Methods Investigation (reported in Hammatt et al. 2011)	31
Figure 12. NRCS GPR Suitability Map for Hawai‘i showing the City Center AIS study area.....	35
Figure 13. Photograph of typical track excavator-assisted test excavation in progress (Test Excavation 227B at corner of Punchbowl and Pohukaina Steets).....	37
Figure 14. Proposed AISP testing locations (232 test excavations) in the western portion of the City Center Corridor (from Hammatt et al. 2011)	47
Figure 15. Proposed AISP testing locations (232 test excavations) in the eastern portion of the City Center Corridor (from Hammatt et al. 2011)	48
Figure 16. Actual AIS testing locations (250 test excavations) in the western portion of the City Center corridor	50
Figure 17. Actual AIS testing locations (250 test excavations) in the eastern portion of the City Center corridor	51
Figure 18. Aerial photograph showing relocations of Kaka‘ako Station and alignment (base map: 2006 PB aerial photographs).....	52
Figure 19. Aerial photograph showing transit realignment just southeast of the Kaka‘ako Station (base map: 2006 PB aerial photographs)	53
Figure 20. Middle Street Transit Center Station (Kamehameha Highway just east of Middle Street), aerial photograph showing overlay of transit center infrastructure (see following figures for details) and locations of proposed AISP and actual AIS test excavations	66
Figure 21. General view of Middle Street Transit Center Station, <i>mauka</i> Station Entrance Building location (subject of recent soil remediation work), view to north	67
Figure 22. General view of Middle Street Transit Center Station, western column foundations at Kamehameha Highway (Kalihi Stream in background at left), view to southwest.....	67

Figure 23. General view of Middle Street Transit Center Station, Station Ancillary Building location (present Gaspro buildings), view to southwest	68
Figure 24. General view of Middle Street Transit Center Station, eastern column foundations in median of Kamehameha Highway, view to southwest.....	68
Figure 25. Middle Street Transit Center Station, detail of column foundation layout at Kamehameha Highway, showing locations of proposed AISP and actual AIS test excavations.....	69
Figure 26. Middle Street Transit Center Station, detail of <i>mauka</i> Station Entrance Building (no test trenches at <i>mauka</i> Station Entrance Building due to prior soil remediation work); also note T-003, a test excavation at a column foundation that was abandoned	70
Figure 27. Middle Street Transit Center Station, detail of <i>makai</i> Station Ancillary Building showing locations of proposed AISP and actual AIS test excavations.....	71
Figure 28. Kalihi Station (Dillingham Boulevard just west of Mokauea Street), aerial photograph showing overlay of transit station infrastructure (see following figures for details) and locations of proposed AISP and actual AIS test excavations	72
Figure 29. General view of Kalihi Station, southeast side of <i>makai</i> Station Entrance Building, (parking lot and Salon Del Mar hair styling), view to southwest	73
Figure 30. General view of Kalihi Station, southwest side of (<i>makai</i>) Station Entrance Building, (parking lot and Dillingham Cafe), view to southwest.....	73
Figure 31. General view of Kalihi Station, column foundations location, middle of Dillingham Boulevard, view to northwest	74
Figure 32. General view of Kalihi Station, <i>mauka</i> Station Entrance Building (parking lot and 7-Eleven convenience store), view to northeast.....	74
Figure 33. Kalihi Station, detail of column foundation layout at Dillingham Boulevard showing locations of proposed AISP and actual AIS test excavations	75
Figure 34. Kalihi Station, detail of <i>mauka</i> Station Entrance Building showing locations of proposed AISP and actual AIS test excavations	76
Figure 35. Kalihi Station, detail of <i>makai</i> Station Entrance Building showing locations of proposed AISP and actual AIS test excavations	77
Figure 36. Kapālama Station (Dillingham Boulevard just east of Kokea Street and <i>makai</i> of Honolulu Community College), aerial photograph showing overlay of transit station infrastructure (see following figures for details) and locations of proposed AISP and actual AIS test excavations	78
Figure 37. General view of Kapālama Station, <i>mauka</i> Station Entrance Building location, (northwest side of Honolulu Community College campus, Kapālama Canal at upper left), view to northeast	79
Figure 38. General view of Kapālama Station, (<i>mauka</i>) Station Entrance Building, secondary <i>mauka</i> entry/exit location, view to northeast	79
Figure 39. General view of Kapālama Station, <i>makai</i> Station Entrance Building location (parking lot), view to southwest	80
Figure 40. General view of Kapālama Station, <i>makai</i> Station Entrance Building location (parking lot), view to southeast	80
Figure 41. Kapālama Station, detail of column foundation layout at Dillingham Boulevard showing locations of proposed AISP and actual AIS test excavations; note that no testing of the three station column foundations was conducted due to utilities.....	81

Figure 42. Kapālama Station, detail of <i>mauka</i> Station Entrance Building showing locations of proposed AISP and actual AIS test excavations	82
Figure 43. Kapālama Station, detail of <i>makai</i> Station Entrance Building showing locations of proposed AISP and actual AIS test excavations	83
Figure 44. Iwilei Station <i>makai</i> of Ka‘a‘ahi Street and Ka‘amahu Place), aerial photograph showing overlay of transit station infrastructure (see following figures for details) and locations of proposed AISP and actual AIS test excavations	84
Figure 45. General view of north side of Iwilei Station (parking lot and Nu‘uanu Auto Co.) from Dillingham Boulevard, view to south	85
Figure 46. General view of south side of Iwilei Station (Nu‘uanu Auto Co.) from across Ka‘amahu Place, view to north	85
Figure 47. General view of Iwilei Station, location of central column foundations (Da Kine’s Sports Bar at upper right, Ka‘a‘ahi Street at left), view to south.....	86
Figure 48. General view of Iwilei Station, location of southeastern straddle column foundations on Ka‘a‘ahi Street, view to northwest.....	86
Figure 49. Iwilei Station, detail of column foundation layout showing locations of proposed AISP and actual AIS test excavations.....	87
Figure 50. Iwilei Station, detail of Station Entrance Building showing locations of proposed AISP and actual AIS test excavations.....	88
Figure 51. Chinatown Station, aerial photograph showing overlay of transit station infrastructure (see following figures for details) and locations of proposed AISP and actual AIS test excavations.....	89
Figure 52. General view of Chinatown Station, Station Entrance Building location, view from <i>mauka</i> side of Nimitz Highway, view to northeast.....	90
Figure 53. General view of Chinatown Station, Station Entrance Building location, view from <i>mauka</i> /‘Ewa corner of Nimitz Highway and Kekaulike Street, view to north	90
Figure 54. General view of Chinatown Station, view of southern column foundation locations in median of Nimitz Highway, view to north	91
Figure 55. General view of Chinatown Station, view of infrastructure location and northern column foundation locations in median of Nimitz Highway, view to north	91
Figure 56. Chinatown Station detail of column foundation layout showing that no testing was conducted of the four column foundations, due to their location seaward of the former coastline and constraints	92
Figure 57. Chinatown Station detail of <i>mauka</i> Station Entrance Building and Station Ancillary Building layout showing locations of proposed AISP and actual AIS test excavations.....	93
Figure 58. Downtown Station (northwest of the intersection of Alakea Street and Nimitz Highway), aerial photograph showing overlay of transit station infrastructure (see following figures for details) and locations of proposed AISP and actual AIS test excavations.....	94
Figure 59. Downtown Station, <i>mauka</i> Station Entrance Building location, Pacific Guardian Center west plaza, view to northeast.....	95
Figure 60. Downtown Station, <i>mauka</i> Station Entrance Building location, Pacific Guardian Center west plaza, view to southwest	95

Figure 61. Downtown Station, column locations in median of Nimitz Highway, (HECO facility at upper left), from <i>mauka</i> /'Ewa corner of Alakea Street and Nimitz Highway, view to west	96
Figure 62. Downtown Station, <i>makai</i> Station Entrance Building location and column location in median of Nimitz Highway, (HECO facility), from across Nimitz Highway, view to west	96
Figure 63. Downtown Station, detail of column foundation layout at Nimitz Highway showing location of actual AIS test excavations	97
Figure 64. Downtown Station, detail of <i>mauka</i> Station Entrance Building at <i>mauka</i> side of Nimitz Highway showing locations of proposed AISP and actual AIS test excavations	98
Figure 65. Downtown Station, detail of <i>makai</i> Station Entrance Building at <i>makai</i> side of Nimitz Highway showing that no testing was conducted at the <i>makai</i> Station Entrance Building due to its location seaward of the former shoreline and constraints	99
Figure 66. Civic Center Station (at Halekauwila Street just northwest of Keawe Street), aerial photograph showing overlay of transit station infrastructure (see following figures for details) and locations of proposed AISP and actual AIS test excavations.....	100
Figure 67. Civic Center Station location of <i>mauka</i> column foundations and infrastructure, Halekauwila Street at left, view to northwest	101
Figure 68. Civic Center Station location of <i>makai</i> column foundations, Halekauwila Street at right, view to northwest	101
Figure 69. Civic Center Station, <i>makai</i> Station Entrance Building location (note: repaved rectangles of recent archaeological test excavations), view to northwest	102
Figure 70. Civic Center Station, <i>makai</i> Station Entrance Building location (note: repaved rectangles of recent archaeological test excavations, Halekauwila Street at upper left), view to southeast.....	102
Figure 71. Civic Center Station, detail of column foundation layout showing locations of proposed AISP and actual AIS test excavations	103
Figure 72. Civic Center Station, detail of <i>makai</i> Station Entrance Building (at <i>makai</i> side of Halekauwila Street northwest of Keawe Street), showing locations of proposed AISP and actual AIS test excavations	104
Figure 73. Kaka'ako Station (just southeast of Ward Avenue and southwest of Queen Street), aerial photograph showing overlay of transit station infrastructure (see following figures for details) and locations of proposed AISP and actual AIS test excavations ..	105
Figure 74. Kaka'ako Station, view toward central column foundation location, view to south..	106
Figure 75. Kaka'ako Station, view of northeast portion of station (parking lot), Ross Dress for Less at right, view to south	106
Figure 76. Kaka'ako Station, detail of column foundation layout showing locations of proposed AISP and actual AIS test excavations.....	107
Figure 77. Kaka'ako Station, detail of building foundation layout showing locations of proposed AISP and actual AIS test excavations.....	108
Figure 78. Ala Moana Center Station (at Kona Street just southeast of Kona Iki Street), aerial photograph showing overlay of transit station infrastructure (see following figures for details) and locations of proposed AISP and actual AIS test excavations.....	109
Figure 79. General view of Ala Moana Center Station, saddle column foundation locations flanking Kona Street (from Kona Iki Street intersection), view to southeast.....	110

Figure 80. General view of Ala Moana Center Station, Station Ancillary Building location (presently recycling warehouse) from intersection of Kona Street and Kona Iki Street, view to east	110
Figure 81. Ala Moana Center Station, column foundation location (in front of Tattoo Hawai'i), view to east	111
Figure 82. Ala Moana Center Station, column foundation location (in side lot by Nail Boutique), view to east	111
Figure 83. Ala Moana Center Station, detail of column foundation layout showing locations of proposed AISP and actual AIS test excavations	112
Figure 84. Ala Moana Center Station, detail of <i>mauka</i> Station Ancillary Building foundation layout and Station Entrance Building foundation layout showing locations of proposed AISP and actual AIS test excavations.....	113
Figure 85. Map J30 (Kamehameha Highway in the immediate vicinity of the Middle Street Transit Center Station) showing locations of proposed AISP and actual AIS test excavations (see also detailed Middle Street Transit Center Station figures, above)...	143
Figure 86. Map J31 (Kamehameha Highway east of Middle Street Transit Center Station) showing locations of proposed AISP and actual AIS test excavations.....	144
Figure 87. Map E3 (Dillingham Boulevard near Laumaka Street) showing locations of proposed AISP and actual AIS test excavations.....	145
Figure 88. Map E4 (Dillingham Boulevard near Kalihi Station) showing locations of proposed AISP and actual AIS test excavations (see also detailed Kalihi Station figures, above)	146
Figure 89. Map E5 (Dillingham Boulevard near Kalihi Street) showing locations of proposed AISP and actual AIS test excavations.....	147
Figure 90. Map E6 (Dillingham Boulevard near McNeill Street) showing locations of proposed AISP and actual AIS test excavations.....	148
Figure 91. Map E7 (Dillingham Boulevard near Waiakamilo Road showing locations of proposed AISP and actual AIS test excavations	149
Figure 92. Map E8 (Dillingham Boulevard near Kapālama Station) showing locations of proposed AISP and actual AIS test excavations (see also detailed Kapālama Station figures, above).....	150
Figure 93. Map E9 (Dillingham Boulevard near Ala Kawa Street) showing locations of proposed AISP and actual AIS test excavations.....	151
Figure 94. Map E10 (Dillingham Blvd. west of Iwilei Station) showing locations of proposed AISP and actual AIS test excavations (see also detailed Iwilei Station figures, above)	152
Figure 95. Map G11 (east of Iwilei Station) showing proposed locations of proposed AISP and actual AIS test excavations (see also detailed Iwilei Station figures, above).....	153
Figure 96. Map G12 (near Iwilei Road and the west side of Nu‘uanu Stream) showing locations of proposed AISP and actual AIS test excavations (note: this entire section was in fishponds or is seaward of the former shoreline).....	154
Figure 97. Map G13 (Nimitz Highway on the east side of Nu‘uanu Stream, near Chinatown Station) showing locations of proposed AISP and actual AIS test excavations (see also detailed Chinatown Station figures, above)	155
Figure 98. Map G14 (Nimitz Highway near Nu‘uanu Avenue and Bethel Street and north of the Downtown Station) showing locations of proposed AISP and actual AIS test excavations.....	156

Figure 99. Map G15 (Nimitz Highway near the Downtown Station) showing locations of proposed AISP and actual AIS test excavations (see also detailed Downtown Station figures, above).....	157
Figure 100. Map G16 (Nimitz Highway and Halekauwila Street southeast of the Downtown Station) near Mililani Street showing locations of proposed AISP and actual AIS test excavations.....	158
Figure 101. Map G17 (Halekauwila Street northwest of the Civic Center Station) showing locations of proposed AISP and actual AIS test excavations	159
Figure 102. Map G18 (Halekauwila Street in the vicinity of the Civic Center Station) showing locations of proposed AISP and actual AIS test excavations (see also detailed Civic Center Station figures, above).....	160
Figure 103. Map G19 (Halekauwila Street between Cooke and Kamani Streets) showing locations of proposed AISP and actual AIS test excavations	161
Figure 104. Map G20 (Kaka'ako Station) vicinity showing locations of proposed AISP and actual AIS test excavations (see also detailed Kaka'ako Station figures, above).....	162
Figure 105. Map G21 (Queen Street and Kamake'e Street vicinity) showing locations of proposed AISP and actual AIS test excavations	163
Figure 106. Map G22 (vicinity of Queen and Waimanu Streets intersection) showing locations of proposed AISP and actual AIS test excavations	164
Figure 107. Map G23 (Kona Street in the vicinity of Pensacola and Pi'ikoi Streets) showing locations of proposed AISP and actual AIS test excavations	165
Figure 108. Map G24 (Kona Street just northwest of Ala Moana Station) showing locations of proposed AISP and actual AIS test excavations (see also detailed Ala Moana Station figures, above).....	166
Figure 109. Map P1 (vicinity of Punchbowl and Pohukaina Streets) showing locations of proposed AISP and actual AIS test excavations	167
Figure 110. Map P2 (vicinity of Pohukaina and South Streets) showing locations of proposed AISP and actual AIS test excavations.....	168
Figure 111. Map P3 (vicinity of Pohukaina , Keawe, Coral, and Cooke Streets) showing locations of proposed AISP and actual AIS test excavations	169
Figure 112. Compilation of original project design and revised project design, showing relocated AIS test excavations T-143 and T-145, and redesigned center columns (changed from straddle bents) in Halekauwila Street to avoid archaeological cultural resources in <i>mauka</i> portion of the street.	199
Figure 113. Portion of the City Center <i>makai</i> utility relocation corridor, at the intersection of Punchbowl Street and Ala Moana Boulevard, showing additional testing for redesigned utility duct line. The original design passes through T-226C, the redesign passed through T-226D, to allow option of preservation in place of human skeletal remains documented in T-226C	200
Figure 114. <i>Mauka</i> portion of the Middle Street Transit Center Station location at Kalihi Stream Bridge, view to north across Kamehameha Highway.....	202
Figure 115. Location of <i>mauka</i> Kalihi Station at the intersection of Dillingham Boulevard and Mokauea Street, view to northeast.....	202
Figure 116. HHCTCP alignment through Kalihi, taken at the intersection of Kalihi Street and Dillingham Boulevard, view to southeast.....	203

Figure 117. View to east across the intersection of Dillingham Boulevard and Kokea Street at the location of <i>mauka</i> portion of Kapalama Station at Honolulu Community College.....	203
Figure 118. Location of the Iwilei Station, west portion, near the intersection of Dillingham Boulevard and Kaaahi Street, view to southeast.....	204
Figure 119. View to southeast of the HHCTCP alignment at the Diamond Head-end of Ka'aahi Street, between the Iwilei and Chinatown Stations	204
Figure 120. Location of the Chinatown Station, at the intersection of Nimitz Highway and Kekaulike Street, view to northeast	205
Figure 121. View to south of the HHCTCP alignment along Nimitz Highway at Honolulu Harbor, looking towards the intersection of Nimitz Highway and Fort Street.....	205
Figure 122. View to west of the HHCTCP utility relocation corridor at the intersection of Ala Moana Boulevard and Punchbowl Street.....	206
Figure 123. View to southeast of the HHCTCP alignment at the intersection of Halekauwila Street and Keawe Street, the location of the City Center Station is at right foreground	206
Figure 124. View to east of the HHCTCP alignment along Queen Street, between Kamake'e Street and Waimanu Street.....	207
Figure 125. View to east across Pi'ikoi Street and down Kona Street towards the Ala Moana Station	207
Figure 126. The archaeological cultural resources identified within, or immediately adjacent to, the City Center AIS study area (Base Map: U.S.G.S. 1998 Topographic Map of Honolulu Quadrangle)	210
Figure 127. Location of SIHP #50-80-14-2918 within Kaka'ako Makai Zone (Base Map: USGS 1998 Topographic Map of Honolulu Quadrangle)	214
Figure 128. Stratigraphic profile and plan view map of Burial #4 from Yent (1985:3).....	216
Figure 129. Stratigraphic profile of Burial #5 from Yent (1985:2)	217
Figure 130. T-226A northeast wall profile showing the general depositional sequence observed in the vicinity, view to north.....	219
Figure 131. T-226B Stratum II excavation floor showing pit Features 4–11 which were intrusive into the underlying Jaucas sand, view to southwest	220
Figure 132. T-226C south wall profile showing the horizontal truncation of Features 12 and 13 by Stratum Id, view to southeast.....	224
Figure 133. T-226C south wall profile showing SIHP #-2918 Features 12 and 13	225
Figure 134. T-227A Feature 26, a postmold with a loamy sand sediment matrix considered to be a combination of Stratum II and III, view to southwest	229
Figure 135. T-226D Feature 28, an infilled pit containing historic structural remains, view to west	230
Figure 136. T-226C north wall profile showing SIHP #-2918 Features 29 and 30; Stratum Ic is also a component of SIHP #-2918	233
Figure 137. Bone pick found in T-226A, at the interface of Strata Ic and II (Acc. # 226A-H-1)	239
Figure 138. T-227 pressed glass artifact, possible candlestick holder, (Acc. #227-A-29) from SIHP #-2918 Feature 17.....	239
Figure 139. T-227 machine-drilled ivory bead (Acc. #227-A-30) from SIHP #-2918 Feature 17	239
Figure 140. Location of SIHP # 50-80-14-2963 in the West Kaka'ako Zone (Base Map: USGS 1998 Topographic Map of Honolulu Quadrangle)	243

Figure 141. Location of burials disinterred during the construction of the State Office Building #2 and associated with SIHP # 50-80-14-2963 (Ota and Kam 1982:6)	244
Figure 142. Location of previously-identified archaeological features of SIHP # 50-80-14-2963 (Clark 1987:27).....	245
Figure 143. Portion of the 1881 Map of Honolulu by Brown (RM 861) showing the location of three ponds at the location of SIHP # 50-80-14-2963	250
Figure 144. The parking lot fills (A–H; left) and fishpond fills (J–N; right) stratigraphic sequences (Clark 1987:38).....	252
Figure 145. The natural beach (I–III; left) and pond (Pond Layer I–II; right) stratigraphic sequences (Clark 1987:44).....	252
Figure 146. Trench C10 stratigraphic profile showing Feature 25 (buried surface) and Feature 26 (pit) (Clark 1987:48).....	255
Figure 147. T-124 southwest profile wall, showing SIHP #-2963 Feature 11, view to west	262
Figure 148. T-124 stratigraphic profile of the southwest wall showing SIHP #-2963 Features 10 and 11	263
Figure 149. T-124 plan view showing SIHP #-2963 Features 4–10.....	264
Figure 150. T-124 northeast profile wall, view to north.....	265
Figure 151. T-124 stratigraphic profile of the northeast wall showing SIHP #-2963 Features 3, 6, and 12.....	266
Figure 152. T-124A geotechnical test bore (note: hatched area represents drill through)	271
Figure 153. T-122 southwest profile wall, view to southwest.....	273
Figure 154. T-122 southwest profile.....	273
Figure 155. T-122 ceramic tea pot (Acc. # 122-A-1) collected from Stratum II (SIHP # -2963).....	274
Figure 156. T-123 northeast profile wall, view to north.....	275
Figure 157. T-123 stratigraphic profile.....	275
Figure 158. Locations of former- and newly-identified extents of SIHP # 50-80-14-5368, Kūwili Fishpond, showing locations of AIS excavations T-088 through T-094 along the Iwilei Zone corridor and previous study areas (base map: 1998 U.S. Geological Survey topographic map, Honolulu Quadrangle)	280
Figure 159. A portion of the 1885 map of Kalihi and Kapālama, <i>makai</i> sections, by J. F. Brown depicting the general location of Kūwili Fishpond within the Iwilei Geographic Zone.....	281
Figure 160. 1887 W. A. Wall Hawaiian Government Survey Map of Honolulu and Vicinity, showing the location of Kūwili Fishpond within the Iwilei Geographic Zone.....	282
Figure 161. 1857 Photograph showing the O‘ahu Prison in Iwilei with Kūwili Fishpond to the right of the causeway extending to the Prison and Kawa Fishpond to the left (Hawai‘i State Archives).....	283
Figure 162. 1890 photograph showing a partially filled Kūwili Fishpond and the OR&L Depot (Scott 1968:859).....	285
Figure 163. 1890 photograph showing the OR&L Depot situated atop the partially filled Kūwili Fishpond (Scott 1968:858).....	286
Figure 164. 1914 Sanborn Series map (Sanborn Map Company 1914) with an overlay of Kūwili Fishpond showing the extensive OR&L facilities constructed atop the infilled fishpond footprint.....	287

Figure 165. Plan view of McGerty et al. (1997:4) project area showing excavation locations within the former Kūwili Fishpond footprint; see Figure 158 for location of previous studies	288
Figure 166. Plan view of McGerty et al. (1997:28) excavation areas and features and location of Athens and Ward (1997) cores; see Figure 158 for locations of previous project study areas	289
Figure 167. Profile of ST-1 south wall showing Kūwili Fishpond sediments (SIHP #-5368) (adapted from McGerty et al. 1997:39)	290
Figure 168. Profile of ST-1 south wall showing Kūwili Fishpond sediments (SIHP #-5368; Strata IIIe through IIIg); also shown is the column sample illustrated in Figure 170 (adapted from McGerty et al. 1997:40)	291
Figure 169. Profile of ST-1 south wall, showing Kūwili Fishpond sediments (SIHP #-5368; Strata IIIe (adapted from McGerty et al. 1997:41)	292
Figure 170. Figure showing comparison of the Athens and Ward (1997) Core IV to column sample collected during McGerty et al. (1997:65) AIS—labeled “SCS” on figure; column sample location is shown in Figure 168.....	293
Figure 171. T-088 southwest wall profile	300
Figure 172. T-091 south wall profile	302
Figure 173. T-091 south wall profile	303
Figure 174. T-092 west wall profile, view to south. Stratum II pond sediments appear as dark sediments along the base of the trench wall and in the trench floor to the left of the photo scale (compare to Figure 175)	305
Figure 175. T-092 west wall profile	306
Figure 176. T-093 northeast wall profile, view to southwest	308
Figure 177. T-093 overhead view of shoring system and excavation into Stratum IIb.....	308
Figure 178. Closeup of terrestrial snail shells within T-093 Stratum IIb	309
Figure 179. Closeup of organics within T-093 Stratum IIa.....	309
Figure 180. T-093 northeast wall profile	310
Figure 181. T-094 southwest wall profile, view to south	312
Figure 182. T-094 southwest wall profile.....	313
Figure 183. Location of SIHP # 50-80-14-5820 in the Kaka‘ako West Geographic Zone (Base Map: 1998 USGS Topographic Map of Honolulu Quadrangle).....	318
Figure 184. Winieski and Hammatt (2000:26) plan view of Mother Waldron Park Burial 1	321
Figure 185. T-146A southwest wall profile representing the general depositional sequence observed in the vicinity, also shown is SIHP #-5820 Feature 12, view to southwest ..	323
Figure 186. T-141 southwest wall profile showing SIHP #-5820 Feature 1 which contained scattered human skeletal elements and an articulated horse burial.....	329
Figure 187. T-141 plan view showing the upper boundary of SIHP #-5820, Feature 1 with scattered and disarticulated human skeletal remains (top) and the lower portion of Feature 1 with an articulated horse burial (bottom); also note SIHP #-5820 Features 2 through 4 and Feature 31	332
Figure 188. Basalt stone sinker (Acc. # 141-H-1) collected from the natural Jaucas sand adjacent to SIHP #-5820 Feature 1 in T-141.....	333
Figure 189. T-141, articulated horse burial in SIHP #-5820 Feature 1 extending into southwest sidewall, view to south.....	334

Figure 190. T-142 plan views showing SIHP #-5820 Features 5-8 at the Strata II/III interface (top), and SIHP #-5820 Feature 30 within Stratum III (bottom)	336
Figure 191. Basalt game stone (Acc. # 142-H-1) collected from SIHP #-5820 Feature 5 in T-142 (scale blocks are in cm).....	338
Figure 192. Marine shell fishhook (Acc. # 142-H-2) collected from SIHP #-5820 Feature 6 in T-142.....	338
Figure 193. T-142 southwest profile showing SIHP #-5820 Features 7, 8, and 30.....	339
Figure 194. T-145 southwest profile showing SIHP #-5820 Feature 9, a possible <i>imu</i> pit with basalt cobbles visible near the base, view to west	342
Figure 195. T-145 southwest profile, showing SIHP #-5820 Features 9 and 10.....	343
Figure 196. T-146A plan view of the upper boundary of Stratum III showing SIHP #-5820 Features 11-16 (originating within Stratum II and extending into Stratum III)	346
Figure 197. T-146A northeast wall profile	347
Figure 198. T-150 northeast profile showing SIHP #-5820 Features 18-20.....	351
Figure 199. T-150 northeast profile showing SIHP #-5820 Features 19 and 20, view to east....	354
Figure 200. T-151 southwest profile showing SIHP #-5820 Features 21-25	356
Figure 201. T-151A northeast profile, showing SIHP #-5820 Features 26-29.....	360
Figure 202. T-151A northeast profile showing SIHP #-5820 (Stratum II) and Features 26-29, view to east	363
Figure 203. Location and extent of Kawa Fishpond AIS test excavation T-095 and previous archaeological investigations (Trenches T-1 through T-3 and Bore 2) (base map: 1998 U.S. Geological Survey topographic map, Honolulu Quadrangle)	369
Figure 204. <i>Makai</i> sections of the 1885 map of Kalihi and Kapālama by J. F. Brown showing the general location of Kawa Fishpond (shown in yellow)	370
Figure 205. Portion of the 1897 Map of Honolulu by M. D. Monsarrat (Reg. Map 1910) showing the general location of Kawa Fishpond (shown in yellow)	371
Figure 206. 1860s photograph, shot to the west, of Kawa Fishpond (foreground), Kūwili Fishpond (far right), Iwilei (Prison) Road, and Iwilei Prison, taken at low tide (Hawai'i State Archives).....	372
Figure 207. 1860s photograph, shot to the west, of Kawa Fishpond (foreground), Kūwili Fishpond (right), Iwilei (Prison) Road (left), and Iwilei Prison (Hawai'i State Archives).....	372
Figure 208. Three 1865 photographs taken from Iwilei Prison ramparts showing a panorama of Kūwili (left) and Kawa (right) Fishponds with Iwilei (Prison) Road (adapted from McDermott and Mann 2001:20)	373
Figure 209. 1860s photograph of northern portion of Kawa Fishpond with Iwilei Prison in background. A natural limestone bank of the fishpond is clearly visible (Hawai'i state Archives).....	374
Figure 210. Trench 3 sidewall, view to northeast (McDermott and Mann 2001:53)	376
Figure 211. Trench 3 (T-3) Profile showing fishpond sediment (Layer XIII) below natural or fill sediment (Layer XII) and atop natural lagoonal sediments (Layer XIV) (adapted from McDermott and Mann 2001:54)	377
Figure 212. T-095 northeast wall profile, showing fill deposits only, view to northeast	380
Figure 213. T-095 northeast wall profile	381
Figure 214. Locations of former- and newly-identified portions of SIHP # 50-80-14-6636 in the vicinity of the East Kaka'ako and Kālia Geographic Zones.....	385

Figure 215. 1884 Map of Honolulu, Kewalo Section, by S. E. Bishop (Reg. Map 1090), showing the extend of wetland and/or marsh within the East Kaka‘ako and Kālia Geographic Zones.....	386
Figure 216. Portion of the 1926 Land Court Application 709 Map 1 showing various land use within the SIHP # 50-80-14-6636 interpolated boundary.....	388
Figure 217. Portion of the 1927 UH SOEST aerial photograph of the Kaka‘ako coast showing various land use within the SIHP # 50-80-14-6636 interpolated boundary.....	389
Figure 218. Locations of former- and newly-identified portions of SIHP # 50-80-14-6636 including excavation locations in the vicinity of the East Kaka‘ako and Kālia Geographic Zones	390
Figure 219. O’Hare et al. (2003:52) study area map showing the locations of Trenches 1-24 and the distribution of SIHP #50-80-14-6636; see Figure 218 for location of O’Hare et al. (2003) study area.....	391
Figure 220. Trench 23 profile showing artificially-constructed sand berm, coral retaining wall, and wooden fence post (shown in orange) (adapted from O’Hare et al. 2003:56); the berm, wall, and fence post were designated in current AIS as SIHP # -6636 Feature 1 (see Figure 214 for location of SIHP #-6636 Feature 1)	392
Figure 221. O’Hare et al. (2004:57) study area map showing the location of Trenches 1-13.....	395
Figure 222. Trench 5 profile showing Kewalo wetland (SIHP # -6636), Strata IIIa and IIIb (O’Hare et al. 2004:64)	396
Figure 223. Tulchin and Hammatt (2005:10) study area map showing the location of Trenches 1-8, see Figure 218 for location of Tulchin and Hammatt (2005) study area	397
Figure 224. Trench 3 west sidewall, view to west (adapted from Tulchin and Hammatt 2005:16)	399
Figure 225. Trench 3 west wall profile, showing Kewalo wetland (SIHP # -6636), Stratum II (adapted from Tulchin and Hammatt 2005:16)	399
Figure 226. Clark and Gosser (2005:20) study area map showing the location of Trenches 1-45 and distribution of SIHP # -6636 throughout excavated area in all but seven trenches (13, 14, 20, 26, 30, 35, and 43) (yellow), see Figure 218 for locations of Clark and Gosser (2005) project area	401
Figure 227. TR-3 west profile showing Kewalo wetland pond sediments (SIHP # -6636), Stratum II (adapted from Clark and Gosser 2005:41)	402
Figure 228. Altizer et al. (2011:44) Sewer Line G monitored trench locations shown on a portion of the 1998 U.S. Geological Survey topographic map, Honolulu quadrangle	405
Figure 229. Sewer line G, view to southwest (Altizer et al. 2011:50).....	406
Figure 230. Sewer line G profile, south wall, showing Kewalo wetland (SIHP # -6636), Strata IIa and IIb (adapted from Altizer et al. 2011:49)	406
Figure 231. Runyon et al. (2011:107) study area showing excavation locations including Trenches 6, 14, and 27 which exposed Kewalo wetland (SIHP # -6636) in strata below thick fill deposits; see Figure 218 for locations of Runyon et al. (2011) study area	408
Figure 232. Trench 6 northwest sidewall, showing Kewalo wetland (SIHP # -6636), Stratum II below thick fill deposits, view to northwest (adapted from Runyon et al. 2011:128) ..	410
Figure 233. Trench 6 northwest profile showing Kewalo wetland (SIHP # -6636), Stratum II (adapted from Runyon et al. 2011:128)	410

Figure 234. Runyon et al. (2012:113) study area showing locations of Trenches 1-13, all of which exposed Kewalo wetland (SIHP # -6636) sediments; see Figure 218 for location of Runyon et al. (2012) study area.....	412
Figure 235. Trench 8, northeast wall, showing Kewalo wetland (SIHP # -6636), Strata IIa-IIc, view to west (adapted from Runyon et al. 2012:132).....	413
Figure 236. Trench 8 profile showing Kewalo wetland (SIHP # -6636), Strata IIa-IIc (adapted from Runyon et al. 2012:132).....	413
Figure 237. Morriss et al. (2013:162) study area Trenches 1-27 and distribution of SIHP # -6636; see Figure 218 for location of Morriss et al. (2013) study area.....	416
Figure 238. Trench 5 north sidewall showing Kewalo wetland (SIHP # -6636), Strata II and III (adapted from Morriss et al. 2013:90)	417
Figure 239. Trench 5 north profile showing Kewalo wetland (SIHP # -6636), Strata II and III (adapted from Morriss et al. 2013:90)	417
Figure 240. T-186 northeast profile wall, showing Kewalo wetland (SIHP # -6636), Strata IIa and IIb, view to northwest	419
Figure 241. T-186 northeast wall profile showing Kewalo wetland (SIHP # -6636), Strata IIa and IIb	420
Figure 242. T-196 glass bottle fragments (Acc. #196-A-1 to A-2) from backdirt pile of Stratum II.....	423
Figure 243. T-200 aqua alcohol bottle (Acc. #200-A-1) collected from Stratum IIb.....	423
Figure 244. Location and extent of SIHP # -6856, Kolowalu Fishpond, with locations of current AIS excavations T-181 through T-185 along the East Kaka'ako Zone corridor (base map: 1998 U.S. Geological Survey topographic map, Honolulu Quadrangle)	427
Figure 245. 1884 Map of Honolulu and Kewalo by S.E. Bishop (Reg. Map 1090) showing the general location of Kolowalu Fishpond.....	428
Figure 246. 1897 Map of Honolulu by M. D. Monsarrat (Reg. Map 1910) showing the general location of Kolowalu Fishpond.....	429
Figure 247. Portion of a 1927 aerial photograph (source: UH SOEST) depicting Kolowalu Fishpond (SIHP # -6856)	431
Figure 248. 1884 map of Honolulu by S.E. Bishop showing the Bell et al. (2006) AIS project area and approximate location of their Trench A-6; see Figure 244 for locations of previous studies.....	432
Figure 249. Trench A-6 southern sidewall showing the relationship between the pond sediment (VI) and the overlying fill sediments (I-V), and the underlying lagoonal sediment (VII) (adapted from Bell et al. 2006:69)	433
Figure 250. Close-up of the lower strata observed within Trench A-6 (adapted from Bell et al. 2006:70)	433
Figure 251. Profile of Trench A-6, south wall, showing Kolowalu fishpond sediments (Stratum VI) and natural lagoonal berm (Stratum VII) (adapted from Bell et al. 2006:68).....	434
Figure 252. Area 3 profile showing Kolowalu Fishpond sediments (SIHP # -6856) below thick fills (Stratum Ic) and above coral shelf (Stratum VI) (adapted O'Hare et al. (2006:79).....	436
Figure 253. 1949 Aerial photograph showing the location of SIHP # -6658 (cemetery) in relation to the Kolowalu Parcel (O'Hare et al. 2006:90)	437
Figure 254. Thurman et al. (2009:100) map showing locations for the 29 test units within or near the former footprint of Kolowalu Fishpond (SIHP # -6856)	438

Figure 255. Thurman et al. (2009:101) Test Unit 1 sidewall, showing fill sediments overlying buried A-horizon (Stratum II) and Kolowalu Fishpond natural sediments (SIHP # -6856), Strata III-V; see Figure 256 for profile.....	439
Figure 256. Thurman et al. (2009:102; color not in original) Test Unit 1 northwest wall profile, showing Kolowalu Fishpond sediments (SIHP # -6856), Strata III-V	440
Figure 257. Thurman et al. (2009:106; labels not in original) Test Unit 3, southwest wall, showing Kolowalu Fishpond sediments (SIHP # -6856), Strata III and IV below thick fills (Ia-Ic) and buried A-horizon (II); see Figure 258 for profile	442
Figure 258. Thurman et al. (2009:107) Test Unit 3, southwest wall profile, showing Kolowalu Fishpond sediments (SIHP # -6856), Strata III and IV	443
Figure 259. T-181 south profile wall, view to southwest	445
Figure 260. T-181 south wall profile, showing Kolowalu Fishpond sediments (SIHP # -6856), Stratum II	445
Figure 261. T-182 south profile wall, view to southwest	447
Figure 262. T-182 north wall profile, showing Kolowalu Fishpond sediments (SIHP # -6856), Stratum II	447
Figure 263. T-183 south profile wall, view to southwest	449
Figure 264. T-183 south wall profile, showing Kolowalu Fishpond sediments (SIHP # -6856) Stratum IIa	449
Figure 265. T-184 northeast wall profile, view to north.....	451
Figure 266. T-184 northeast wall profile, showing Kolowalu Fishpond sediments (SIHP # -6856), Stratum II.....	452
Figure 267. Photograph of T-185 north profile wall, view to northwest.....	454
Figure 268. T-185 north wall profile, showing Kolowalu Fishpond sediments (SIHP # -6856), Stratum II	455
Figure 269. Locations of SIHP #-7124 within the West Kaka'ako Geographic Zone corridor (base map: USGS 1998 Topographic Map of Honolulu Quadrangle).....	460
Figure 270. Location of SIHP #-7124 and the Pammer et al. (2011) study area within the West Kaka'ako and Kaka'ako Makai Geographic Zones (base map: USGS 1998 Topographic Map of Honolulu Quadrangle).....	461
Figure 271. Aerial photograph (source: USGS Orthoimagery 2005) showing the locations of test trenches that contained SIHP #-7124 building remnants (yellow) within the Pammer et al. (2011) study area.....	462
Figure 272. Pammer et al. (2011, Vol. I:172; color not in original) Test Trench 28 northeast wall profile, showing structural remnants (SIHP # -7124 Feature K) within fill deposits ...	463
Figure 273. Photograph of Test Trench 28, overview of northeast profile wall, view to east (Pammer et al. 2011, Vol. I:174)	464
Figure 274. Portion of the 1927 Sanborn Fire Insurance Map depicting SIHP #50-80-14-7124 and T-132 within the footprint of an Auto Repair Garage.....	468
Figure 275. Portion of the 1950 Sanborn Fire Insurance Map depicting SIHP #50-80-14-7124 and T-132 within the footprint of a furniture warehouse.....	469
Figure 276. T-132 northeast wall profile, showing Stratum Id containing brick rubble identified as a component of SIHP # -7124 (historic structural remnants) which overlies reclamation-related burnt trash layer (SIHP # -7189).....	480
Figure 277. T-132, Photograph of northeast profile wall, view to north.....	481

Figure 278. Location of SIHP #-7189 within the West Kaka‘ako and Kaka‘ako Makai Geographic Zones (base map: USGS 1998 Topographic Map of Honolulu Quadrangle)	485
Figure 279. Location of SIHP #-7189 and the Pammer et al. (2011) study area within the West Kaka‘ako and Kaka‘ako Makai Geographic Zones (base map: USGS 1998 Topographic Map of Honolulu Quadrangle)	486
Figure 280. Aerial photograph (source: USGS Orthoimagery 2005) with an overlay of the estimated locations of SIHP #-7189 within the Pammer et al. (2011) study area	487
Figure 281. Northwest end of Test Trench 25 showing stratigraphic layers along southwest wall (from Pammer et al. 2011, Vol. II:106)	488
Figure 282. Pammer et al. (2011, Vol. II:104; color and label not in original) Test Trench 25 southwest wall profile, showing burnt trash layer (SIHP # -7189) overlying former salt pan deposit (SIHP # -7190)	488
Figure 283. Sample of ink, household (i.e., shoe blackening, Acc. #138.1), and cosmetic/toiletry bottles collected from SIHP # -7189 during the Pammer et al. (2011, Vol. I:249) study	491
Figure 284. Sample of spirits and bitters bottles collected from SIHP # -7189 during the Pammer et al. (2011, Vol. I:249) study	491
Figure 285. Sample of food and medicine bottles collected from SIHP # 7189 during the Pammer et al. (2011, Vol. I:250) study	492
Figure 286. Sample of soda and mineral water bottles collected from SIHP # -7189 during the Pammer et al. (2011, Vol. I:251) study	492
Figure 287. Northwest end of T-231A showing burnt trash deposit (SIHP #-7189), view to northwest	493
Figure 288. T-231A southwest profile, view to south	494
Figure 289. T-231A southwest profile, showing burnt trash deposit (SIHP # -7189) within fill sequence above natural sediments and coral shelf	494
Figure 290. Location of SIHP #-7190 within the West Kaka‘ako and Kaka‘ako Makai Geographic Zones (base map: USGS 1998 Topographic Map of Honolulu Quadrangle)	498
Figure 291. Location of SIHP #-7190 and the Pammer et al. (2011) study area within the West Kaka‘ako and Kaka‘ako Makai Geographic Zones (base map: USGS 1998 Topographic Map of Honolulu Quadrangle)	499
Figure 292. 1838 sketch of “Honolulu Salt Pan, near Kaka‘ako” drawn by a French visitor, Auguste Borget (original sketch at Peabody Essex Museum, Salem, Massachusetts; reprinted in Grant 2000:64-65)	500
Figure 293. 1876 Lyons map of Honolulu showing salt pans within the SIHP #-7190 cultural resource boundary as well as within the surrounding area	502
Figure 294. An aerial photograph (source: USGS Orthoimagery 2005) with an overlay of the estimated locations of SIHP #-7190 based on the Pammer et al. (2011, Vol. I:240) study	503
Figure 295. Representative photograph showing alternating clay and peat layers within Trench 45, view to northwest (Pammer et al. 2011, Vol. I:241)	504
Figure 296. Test Trench 25 southwest wall, view to northwest (Pammer et al. 2011, Vol. II:106)	505
Figure 297. Pammer et al. (2011, Vol. II:104; color not in original) Test Trench 25 southwest wall profile, showing salt pan deposit (SIHP # -7190) overlying natural clay deposits (Strata IVa and IVb)	505
Figure 298. T-230, Stratum II clay and peat salt pan sediments (SIHP #-7190), view to northeast	507
Figure 299. T-230 northeast wall profile, showing Stratum II salt pan sediments (SIHP #-7190)	507

Figure 300. Photograph of T-229, showing possible salt pan berm (component of SIHP #-7190)	510
Figure 301. T-229 profile, showing a possible salt pan berm (Stratum II) designated as a component of SIHP #-7190	511
Figure 302. Locations of former- and newly-identified extents of SIHP #-7193 and the location of the Burke and Hammatt (2012) project area and trenches in the Kālia Geographic Zone (base map: 1998 USGS topographic map, Honolulu Quadrangle).....	515
Figure 303. The location of the planned Ala Moana Center Station in relation to the Burke and Hammatt (2012) AIS project area (outlined in red), showing the extent of SIHP #-7193. Trenches 1-5 of the Burke and Hammatt (2012) study were designated as test excavations T-209, T-210, T-211, T-213, and T-214 within the current City Center AIS	516
Figure 304. North profile of Trench 21 (Burke and Hammatt 2012) showing historic and modern fill layers (Strata Ia-Ih) overlying the trash deposit (Stratum II; SIHP #-7193), view to north	517
Figure 305. Burke and Hammatt (2012:155) Trench 21 north wall profile showing Stratum II trash deposit (SIHP #-7193) overlying Kewalo wetland sediments (SIHP #-6636), Strata IIIa-b	518
Figure 306. Photograph of <i>mauka</i> end of Trench 20 showing SIHP #-7193; view to northeast (Burke and Hammatt 2012:150)	521
Figure 307. Photograph of portion of backdirt pile for Trench 21 showing bottles removed from SIHP #-7193 (Burke and Hammatt 2012:154)	521
Figure 308. Photograph of <i>mauka</i> end of Trench 22 showing material comprising SIHP #-7193, view to northeast (Burke and Hammatt 2012:158).....	522
Figure 309. Sample of soda bottles, from left to right: ca. 1958, clear, “Palolo” embossed, soda bottle; 1943, green, “7-Up” painted label, soda bottle (Canada Dry Bottling Co.); early to mid-1950s, aqua, “Coca-Cola” embossed, soda bottle (Burke and Hammatt 2012:169)	529
Figure 310. Sample of soda bottles, from left to right: 1950s, clear, “Royal Crown” painted label, soda bottle; 1920-1940, clear, “Kist” embossed, soda bottle; 1946, clear, “Royal Soda” embossed, soda bottle; post ca. 1920, green, “Pacific Soda Works” embossed, soda bottle (Burke and Hammatt 2012:170)	529
Figure 311. Sample of spirits (ale, beer, whiskey, etc.) bottles, from left to right: post-1940, clear, spirits bottle; 1942, amber, long-neck beer bottle; 1936/1946, green, short-neck, beer bottle; post-1940, clear, short-neck, beer bottle with stippling; 1948, amber, short-neck, beer bottle (Burke and Hammatt 2012:171).....	530
Figure 312. Sample of milk bottles, from left to right: post-1933, “Dairymen’s Ice Cream” painted label, milk bottle fragment; post-1933, one-half pint, pyroglazed, “Dairymen’s Association,” milk bottle; post-1940, one quart, pyroglazed, “Dairymen’s Association,” milk bottle; 1944, one quart, pyroglazed, “Dairymen’s Association” milk bottle (Burke and Hammatt 2012:172)	530
Figure 313. Sample of wide-mouth jars, from left to right, top to bottom: 1925-1930, clear, rectangular jar embossed “JAF” for J. A. Folgers spices and extracts; 1939, clear, round jar, embossed “Best Foods;” 1920-1964, milk glass, round jar, probably cold cream, embossed “Woodbury;” post-1906, clear, barrel-shaped jar (Burke and Hammatt 2012:173)	531

Figure 314. Sample of “Red Cross Germ Proof Mouthpiece/Patented by E. & L. May 3, 1910” for use with candlestick telephones (Burke and Hammatt 2012:173)	531
Figure 315. Photograph of a candlestick phone with a Red Cross germ-proof mouthpiece (from Wolff 1996).....	532
Figure 316. Southwest profile of T-214, view to south	533
Figure 317. T-214 southwest wall profile, showing buried trash deposits (SIHP #-7193), Stratum IIa	534
Figure 318. Location of SIHP #-7197 within the West Kaka‘ako Geographic Zone (base map: USGS 1998 Topographic Map of Honolulu Quadrangle)	538
Figure 319. Location of SIHP #50-80-14-7197 and the Pammer et al. (2011) study area within the West Kaka‘ako Geographic Zone (base map: USGS 1998 Topographic Map of Honolulu Quadrangle)	539
Figure 320. Pammer et al. (2011, Vol. I:244) study area showing the location of buried cultural layer (SIHP #-7197) and firepit (SIHP #-7197 Feature 1).....	540
Figure 321. Photograph of northeast end of Test Trench 26 (adapted from Pammer et al. 2011, Vol. II:111)	541
Figure 322. Pammer et al. (2011, Vol. II:109; color not in original) Test Trench 26 southwest wall profile, showing cultural layer (SIHP #-7197), Stratum III, and associated firepit (SIHP #-7197 Feature 1).....	541
Figure 323. Location of the probable <i>imu</i> remnant (SIHP #-7425) in the West Kalihi Geographic Zone (Base Map: USGS 1998 Topographic Map of Honolulu Quadrangle)	546
Figure 324. T-020 northeast wall profile showing the subsurface probable <i>imu</i> (SIHP #-7425).....	547
Figure 325. Close-up photograph of T-020 northeast wall, showing charcoal within probable <i>imu</i> (SIHP #-7425).....	549
Figure 326. Water-rounded basalt cobbles collected from probable <i>imu</i> (SIHP #-7425) in T-020549	
Figure 327. Location of the subsurface wetland deposits (SIHP #-7426) and previous archaeological studies in the East Kapālama Geographic Zone (base map: USGS 1998 Topographic Map of Honolulu Quadrangle)	553
Figure 328. 1855 map of Honolulu by Lt. Joseph de LaPasse of the French vessel, <i>L'Eurydice</i> (map reprinted in Fitzpatrick 1986:82-83), showing the “ <i>Champs de Taro</i> ” (taro fields) of East Kapālama with an overlay of SIHP #-7426.....	555
Figure 329. Pammer and Monahan (2011:95; labels not in original) Test Trench 5 northwest wall, showing wetland deposit (SIHP #-7426) beneath fill strata, view to north.....	556
Figure 330. Pammer and Monahan (2011:94; color and SIHP #-7426 not in original) Trench 5 northwest wall profile, showing wetland deposit (Stratum IV, SIHP #-7426).....	557
Figure 331. Tulchin and Hammatt (2013; label not in original) Trench 7 southwest wall, showing wetland sediments (SIHP #-7426) below fill strata, view to southwest	559
Figure 332. Tulchin and Hammatt (2013; color and label not in original) Trench 7 southwest wall profile, showing wetland sediments (Strata IIIa-Strata IIb of SIHP #-7426).....	559
Figure 333. Medina et al. (2013; label not in original), Profile 7, southwest wall, view to southwest.....	562
Figure 334. Medina et al. (2013; color and SIHP #-7426 label not in original) Profile 7, southwest wall, showing wetland deposits (Stratum III, SIHP #-7426)	562
Figure 335. T-080 northeast wall, showing wetland sediments (Stratum II, SIHP #-7426) at and above the water table, view to northeast.....	564

Figure 336. T-080 northeast wall profile	565
Figure 337. Subsurface wetland sediment collected from T-078 showing plant leaves and stems (possibly rice) and other organic matter	567
Figure 338. 1885 map of Kapālama by J. F. Brown (RM 1039), depicting the Pleistocene shelf (red arrows) at the east and west boundaries of the East Kapālama Geographic Zone	568
Figure 339. A ca. 1930s medicine bottle (Acc. #060-A-1) from SIHP #-7426 in T-060	570
Figure 340. Location of SIHP #-7427 within the Chinatown Transit Station footprint (Base Map: 1998 USGS Topographic Map of Honolulu)	573
Figure 341. Location of the test excavations (T-096 through T-101) and geotechnical test bores (C-1 through C-6) where SIHP #-7427 was identified within Chinatown Transit Station footprint (Base Map: 2006 PB Aerial Photograph)	574
Figure 342. T-096 northwest wall profile	579
Figure 343. T-097 southeast profile wall	582
Figure 344. T-098 northeast profile wall	585
Figure 345. T-099 east profile wall	587
Figure 346. T-100 west profile wall	589
Figure 347. Stratigraphic profiles collected from C-1 to C-6 from T-098, T-099, and T-101 (note: hatched area represents drill through above strata and blue line represents the water table)	592
Figure 348. SIHP #-7427 Feature 1 (wall and concrete slab remnants) within T-096, view to east	595
Figure 349. SIHP #-7427 Feature 2 (concrete slab) within T-096, view to southwest	595
Figure 350. SIHP #-7427 Feature 4 (red brick wall and concrete slab remnants) within T-097, view to southeast	596
Figure 351. SIHP #-7427 Feature 5 (concrete slab remnant) within T-097, view to northeast	597
Figure 352. SIHP #-7427 Features 5 and 6 (concrete slabs) within T-097, view to southeast	598
Figure 353. SIHP #-7427 Feature 7 (dry-stacked basalt cobbles atop concrete slab) within T- 097, view to southwest	598
Figure 354. SIHP #-7427 Feature 8 (concrete slab and wall section) within T-098, view to southeast	599
Figure 355. SIHP #-7427 Feature 9 (concrete slab and concrete block) within T-099, view to north	600
Figure 356. SIHP #-7427 Feature 10 (concrete slab) within T-100, view to south	601
Figure 357. SIHP #-7427 Feature 11 (concrete drain) within T-100, view to north	602
Figure 358. SIHP #-7427 Feature 12 (mortared cut-basalt pavement) within T-100, view to north	605
Figure 359. SIHP #-7427 Feature 13 (poured concrete slab) within T-101, view to southwest	606
Figure 360. SIHP #-7427 Feature 14 (historic refuse pit) within T-101, view to northwest	606
Figure 361. T-101 northwest wall profile	607
Figure 362. Location of subsurface cultural deposits (SIHP #-7428) in the West Kaka'ako Geographic Zone (Base Map: 1998 USGS Topographic Map of Honolulu)	610
Figure 363. T-120 northeast wall profile, showing the general depositional sequence observed in T-120 and nearby T-119, T-119A, T-120A, and T-120B, view to northeast	613
Figure 364. SIHP #-7427 Feature 1, a portion of the basalt stone and mortar wall within T-119, view to southwest	615
Figure 365. T-119 northwest wall profile, showing the basalt stone and mortar wall, SIHP #- 7428 Feature 1	616

Figure 366. SIHP #-7428 Feature 1, basalt stone and mortar wall within T-119A, view to northwest.....	618
Figure 367. SIHP #-7428 Feature 1, basalt stones in T-119, view to northeast	618
Figure 368. T-119A northeast profile showing SIHP #-7428 Features 1 and 1a	619
Figure 369. Portion of the 1914 Sanborn Fire Insurance Map depicting the relationship between the wall remnant (SIHP #-7428 Feature 1) and associated builder’s trench (SIHP #-7428 Feature 1a) within T-119 and T-119A and the southwestern edge of a former storage warehouse.....	621
Figure 370. Overview of T-120 showing SIHP #-7428 Features 4–8, view to southeast	622
Figure 371. T-120 northeast wall profile, view to east.....	623
Figure 372. T-120 northeast wall profile	624
Figure 373. Overview of T-120A showing SIHP #-7428 Features 9 through 13, view to southeast.....	629
Figure 374. T-120A northeast wall profile, view to southeast	630
Figure 375. T-120A northeast wall profile	631
Figure 376. Photograph of slingstone (Acc. # 119A-H-1) collected from Stratum IIa in T-119A.....	635
Figure 377. Location of the subsurface cultural deposits (SIHP #-7429) in the Kewalo Geographic Zone (Base Map: 1998 USGS Topographic Map of Honolulu)	640
Figure 378. Location of the subsurface cultural deposit and isolated human remains (SIHP #-7429) in the Kewalo Geographic Zone (Base Map: Tax Map Key [1] 2-3-2)	641
Figure 379. T-170A northwest wall profile, showing the general depositional sequence observed in the vicinity, including the buried culturally-enriched sand A-horizon (SIHP #-7429), view to west	642
Figure 380. T-167 interface of Strata II/III, showing SIHP #-7429 Features 1 and 2, view to northwest.....	645
Figure 381. T-167 interface of Strata II/III, showing SIHP #-7429 Features 3 and 4, view to southeast.....	646
Figure 382. T-168B interface of Strata II/III, showing SIHP #-7429 Feature 5; note charcoal flecking within feature, view to southeast	648
Figure 383. T-170 southeast wall profile, showing the location of SIHP #-7429 Feature 6, human cranial fragment	649
Figure 384. T-170A interface of Strata II/III, showing SIHP #-7429 Feature 7 (outlined), view to northeast.....	650
Figure 385. Drilled dog tooth (Acc. #167-H-1) (obverse and reverse) that may have been part of a dog tooth necklace (<i>lei ‘ilio</i>) or part of a dog tooth leg ornament (<i>kupe ‘e niho ‘ilio</i>), collected from the buried culturally-enriched A-horizon (SIHP #-7429) of T-167, scale blocks are in cm	653
Figure 386. Location of the privy and associated builder’s trench (SIHP #-7430) in the Kālia Geographic Zone (Base Map: USGS 1998 Topographic Map of Honolulu Quadrangle).....	656
Figure 387. Kewalo wetland in 1890 showing house structures in the background (Hawai‘i State Archives).....	657
Figure 388. Kewalo wetland in 1909 (Hawai‘i State Archives).....	657
Figure 389. 1884 Map of Honolulu, Kewalo Section, by S. E. Bishop (Reg. Map 1090), showing the Kālia Zone amidst marshland and the adjacent LCAs 100 FL and 101 FL.....	658

Figure 390. Portion of the 1927 UH SOEST aerial of the Kaka‘ako coast showing the location of SIHP #-7430 adjacent to a structure surrounded by ponds and salt pans	659
Figure 391. Portion of the 1926 Land Court Application 709 Map 1 showing the location of SIHP #-7430 adjacent to a structure surrounded by ponds and salt pans	660
Figure 392. 1914 photograph showing the Kewalo wetlands filled in with coral material (Hawai‘i State Archives).....	661
Figure 393. 1959 photograph showing the development of Ala Moana Center, the former wetlands having been filled in.	661
Figure 394. T-202 north wall, view to north.....	662
Figure 395. T-202 north wall profile, showing SIHP #-7430 Feature 1 (privy) and Feature 2 (builder’s trench).....	662
Figure 396. T-202 plan view of SIHP #-7430, showing the privy structure (Feature 1) and associated builders trench containing coral gravel fill (Feature 2)	663
Figure 397. T-202 plan view of SIHP #-7430, showing the privy structure (Feature 1), consisting of a rectangular alignment of single, 1 by 10 inch milled boards, and two 2 by 4 inch wooden posts located at each of the two exposed corners, and the associated builder’s trench (Feature 2), consisting of excavated coral material from inside the area of Feature 1 which was then deposited outside the privy structure to form a collar.....	663
Figure 398. 1854 photograph by Hugo Stangenwald showing various buildings with small, rectangular privy structures (circled) visible in some lots (Hawai‘i State Archives) ...	666
Figure 399. T-202, a (1 x 10 x 50 inch) plank (Acc. #202-A-25) that was part of the privy wall structure (SIHP # -7430 Feature 1).....	668
Figure 400. T-202, remnants of another board (Acc. #202-A-25) that was part of the privy wall structure (SIHP # -7430 Feature 1).....	668
Figure 401. T-202, two (2 x 4 x 58) inch posts (Acc. #202-A-25) that were part of the privy structure (SIHP # -7430 Feature 1).....	668
Figure 402. T-202, metal artifact (Acc. #202-A-23) collected from the privy (SIHP # -7430 Feature 1)	669
Figure 403. T-202 machine-headed cut nail (Acc. #202-A-24, ca. 1835-1890) collected from the privy wood (SIHP # -7430 Feature 1)	669
Figure 404. T-202 ceramic vessel fragments, exterior; Chinese “Four Flower” porcelain bowl (Acc. #202-A-1; upper left), Japanese porcelain sake cup (Acc. #202-A-2; upper right), and Euro-American ironstone bowl fragments (Acc. #202-A-3; bottom) from SIHP #-7430 Feature 1.....	670
Figure 405. T-202 intact glass bottles (Acc. #s 202-A-6, A-7, and A-13, bottom to top) collected from SIHP #-7430 Feature 1	670
Figure 406. Glass boot polish bottle (Acc. #202-A-6) embossed “FRANK MILLER’S CROWN DRESSING NEW YORK USA” collected from SIHP #-7430 Feature 1.....	671
Figure 407. T-202 glass bottle fragments (Acc. #s 202-A-4, A-5, and A-8 through A-12, left to right, top to bottom) collected from SIHP #-7430 Feature 1	671
Figure 408. T-202 Sample of small metal and wood artifacts (Acc. #s 202-A-14 through A-16) collected from SIHP #-7430 Feature 1	672
Figure 409. T-202 miscellaneous metal artifacts (Acc. #s 202-A-17 and A-18) collected from SIHP #-7430 Feature 1.....	672

Figure 410. T-202 miscellaneous metal artifacts (Acc. #s 202-A-19 and A-20) collected from SIHP #-7430 Feature 1.....	673
Figure 411. T-202 miscellaneous metal artifacts (Acc. #s 202-A-21 and A-22) collected from SIHP #-7430 Feature 1.....	673
Figure 412. Location of incinerated trash deposit (SIHP #-7506) near the intersection of Kapālama Drainage Canal and Dillingham Boulevard (base map: 1998 USGS Topographic Map of Honolulu).....	677
Figure 413. T-064 southwest wall profile, showing several fill layers (Strata Ia-Id) overlying the incinerator trash deposit (Stratum Ie, SIHP #-7506), which overlies wetland agricultural deposits (Stratum IIa, SIHP #-7426) and natural gley (Stratum IIb).....	678
Figure 414. American porcelain cup (Acc. #064-A-1; left) and earthenware item (Acc. #064-A-2; right) from SIHP #-7506 in T-064.....	682
Figure 415. Glass bottles and bottle fragments (Acc. #064-A-3 to A-13, shown from left to right and top to bottom) from SIHP #-7506 in T-064.....	682
Figure 416. Glass beverage bottle (Acc. #064-A-14) from SIHP #-7506 in T-064.....	683
Figure 417. T-066 northeast wall profile, view to northeast.....	685
Figure 418. T-066 northeast wall profile, showing two fill layers (Strata Ia and Ib) overlying the incinerator trash deposit (Stratum Ic, SIHP #-7506), which overlies the wetland agricultural deposits (Stratum IIa, SIHP #-7426).....	686
Figure 419. Ceramic fragments from SIHP #-7506 in T-066; American ironstone toiletry item (post-1903) (Acc. #066-A-1; top); Euro-American earthenware vessels (Acc. #s 066-A-2 to A-6, A-8, left to right; middle row and middle bottom); Asian ceramics (Acc. #s 066-A-7, A-9, left, bottom).....	691
Figure 420. Glass bottles and bottle fragments (Acc. #s 066-A-10 to A-30) from SIHP #-7506 in T-066.....	692
Figure 421. Northwest profile of T-067 depicting one fill layer (Stratum Ia) overlying the incinerated trash deposit (Stratum Ib, SIHP #-7506), which overlies the wetland agricultural sediments (Stratum II, SIHP #-7426) and the decomposing coral shelf (Stratum III; not visible), view to west.....	693
Figure 422. T-067 northwest wall profile, showing one fill layer (Stratum Ia) overlying the incinerated trash deposit (Stratum Ib, SIHP #-7506), which overlies the wetland agricultural sediments (Stratum II, SIHP #-7426) and the decomposing coral shelf (Stratum III).....	694
Figure 423. Ceramic artifacts from SIHP #-7506 in T-067; Euro-American whiteware slotted spoon (Acc. #067-A-1; left); Asian porcelain spoon (Acc. #067-A-2; upper right); Euro-American whiteware tableware (Acc. #067-A-3; lower right).....	698
Figure 424. Glass bottles and glass bottle fragments (Acc. s# 067-A-4 to A-12, shown from left to right and top to bottom) from SIHP #-7506 in T-067.....	698
Figure 425. Miscellaneous artifacts (Acc. #s 067-A-15 to A-24, shown from left to right and top to bottom) from SIHP #-7506 in T-067.....	699
Figure 426. Portion of the 1950 Sanborn Fire Insurance Map showing SIHP #-7506 in relation to the Kapalama incinerator.....	700
Figure 427. Locations of cultural resources at the west end of the City Center AIS corridor color-coded by function (base map: 1998 U.S.G.S. topographic map, Honolulu Quadrangle).....	708

Figure 428. Locations of cultural resources in the center of the City Center AIS corridor color-coded by function (base map: 1998 U.S.G.S. topographic map, Honolulu Quadrangle)	709
Figure 429. Locations of cultural resources in the center of the City Center AIS corridor color-coded by function (base map: 1998 U.S.G.S. topographic map, Honolulu Quadrangle)	710
Figure 430. Locations of cultural resources at the east end of the City Center AIS corridor color-coded by function (base map: 1998 U.S.G.S. topographic map, Honolulu Quadrangle)	711
Figure 431. 1919 US Army War Department Fire Control Map, Honolulu Quadrangle, showing Dillingham Boulevard extending into the HHTCTP corridor in the West Kalihi Geographic Zone.....	721
Figure 432. 1933 US Army War Department Fire Control Map, Honolulu Quadrangle, showing Dillingham Boulevard extending along the HHCTCP corridor in the West Kalihi Geographic Zone.....	722
Figure 433. 1904 Alexander Map of Kalihi-Kai (RM 2284) showing an unnamed roadway (presumably West Queen Street) present along a portion of the HHCTCP corridor in the East Kalihi Geographic Zone.....	723
Figure 434. 1919 US Army War Department Fire Control Map, Honolulu Quadrangle, showing Dillingham Boulevard along the HHCTCP corridor in the West Kapālama Geographic Zone	724
Figure 435. 1885 map of Kapālama by J. F. Brown (RM 1039), depicting the Pleistocene shelf (red arrows) at the east and west boundaries of the East Kapālama Geographic Zone	725
Figure 436. 1919 US Army War Department Fire Control Map, Honolulu Quadrangle, showing no roadways in the East Kapālama Geographic Zone	727
Figure 437. 1927 Sanborn Map Co. Fire Insurance Map showing West Queen Street and Dillingham Boulevard encroaching on the East Kapālama Zone.....	728
Figure 438. 1933 US Army War Department Fire Control Map, Honolulu Quadrangle, showing Dillingham Boulevard and West Queen Street converging (becoming Dillingham Boulevard) and extending along the HHCTCP corridor in the East Kapālama Zone ..	729
Figure 439. 1950 Sanborn Map Co. Fire Insurance Map showing SIHP #-7506 in relation to the Kapalama incinerator	730
Figure 440. Photograph showing a partially filled Kūwili Fishpond and OR&L Depot building in 1890 (Hawai'i State Archives).....	731
Figure 441. 1914 Sanborn Map Co. Fire Insurance Map with an overlay of Kūwili Fishpond showing the extensive OR&L facilities constructed within the fishpond footprint following the infilling between 1890 and 1899	732
Figure 442. 1957 Rockwood Map of Honolulu in 1810 showing the Village of Kou, the family compound of Francisco de Paula de Marin (advisor to Kamehameha the I), and the Kamehameha I royal residential compound at Pākākā.....	733
Figure 443. 1847 Metcalf Map of Honolulu (RM 241) showing the Honolulu Fort and the mid-nineteenth century coastline in relation to the HHCTCP corridor.....	734
Figure 444. 1876 Lyons Map of Ka'akaukui and Pu'unui, Honolulu, showing the total extent of salt pans in relation to the identified extent of subsurface salt pan remnants (SIHP #-7190)	736
Figure 445. 1884 Bishop Map of Honolulu, Kewalo Section (RM 1090), showing Kolowalu Fishpond (SIHP #-6856) and the extent of the Kewalo wetland (SIHP #-6636) within the East Kaka'ako and Kālia Geographic Zones	738

Figure 446. 1927 US SOEST Kaka‘ako to Waikiki Coast Aerial showing the Kewalo wetland (SIHP #-6636) just prior to land reclamation within the East Kaka‘ako and Kālia Geographic Zones	739
Figure 447. 1952 US SOEST Kaka‘ako to Waikiki Coast Aerial showing the East Kaka‘ako and Kālia Geographic Zones following extensive land reclamation and urbanization	740
Figure 448. The subsurface natural geomorphology and overlying fill layers of the western portion of the City Center AIS study area; locations of archaeological cultural resources are also depicted.....	744
Figure 449. The subsurface natural geomorphology and overlying fill layers of the eastern portion of the City Center AIS study area; locations of archaeological cultural resources are also depicted.....	745
Figure 450. Aerial photograph showing the distribution of natural sediments beneath fill layers in the test excavations in the western portion of the City Center AIS (source: 2005 U.S.G.S. orthoimagery)	746
Figure 451. Portion of the 1904 Alexander Map of Kalihi Kai showing the distribution of the different natural landform types observed beneath fill layers in the City Center AIS test excavations in the vicinity of the Middle Street Transit Center Station and Kalihi Station	747
Figure 452. Portion of the 1885 Brown Map of Kapālama showing the distribution of the different natural landform types observed beneath fill layers in the City Center AIS test excavations in the vicinity of the Kapālama and Iwilei Station.....	748
Figure 453. Aerial photograph showing the distribution of Jaucas Sand (Sand), wetlands, and pond sediments observed beneath fill layers in the Downtown and Kaka‘ako areas, including City Center AIS test excavations (source: 2005 U.S.G.S. orthoimagery)	749
Figure 454. 1927 Kaka‘ako Coast aerial photograph (source: U.H. SOEST) showing the distribution of Jaucas sand (Sand), wetlands, and pond sediments observed beneath fill layers in the Kaka‘ako area within City Center AIS test excavations	750
Figure 455. Portion of an 1884 map of Honolulu by S. E. Bishop, showing the distribution of Jaucas Sand (Sand), wetlands, and pond sediments observed beneath fill layers in the Kaka‘ako area, including City Center AIS test excavations.....	751
Figure 456. Percent distribution of each type of landform encountered in the western portion of the study area including those with only historic and/or modern fill deposits (Test Excavations 1 through 115)	753
Figure 457. Percent distribution of each type of natural landform encountered in the western portion of the study area beneath layers of historic and/or modern fill (Test Excavations 1 through 115).....	753
Figure 458. Percent distribution of each type of landform encountered in the eastern portion of the study area including those with only historic and modern fill deposits (Test Excavations 116 through 222—not including Kaka‘ako Makai T-226 though T-232A).....	754
Figure 459. Percent distribution of each type of natural landform encountered in the eastern portion of the study area beneath historic and/or modern fill deposits (Test Excavations 116 through 222—not including Kaka‘ako Makai T-226 through T-232A).....	754
Figure 460. Additional Landform Histogram for Kaka‘ako Makai Zone 11 which runs parallel to a portion of the eastern City Center AIS Study Area; this section (T-226 through T-232A) continues the mosaic pattern observed throughout the eastern half of the study area	757

Figure 461. Map of the City Center project area and vicinity showing the locations of identifications of native trees, Polynesian cultigens, and exotic wood from the charcoal taxa analysis	775
Figure 462. Human skeletal remains documented in the western half of the City Center corridor (base map: U.S.G.S. orthoimagery 2005)	808
Figure 463. Human skeletal remains documented in the eastern half of the City Center corridor (base map: U.S.G.S. orthoimagery 2005)	809
Figure 464. 1927 aerial photograph of the Kaka‘ako Coast showing locations of human skeletal remains in the eastern portion of the City Center corridor (source: U.H. SOEST)	810
Figure 465. Human skeletal remains documented in the western half of the City Center corridor by interment type (base map: U.S.G.S. orthoimagery 2005)	811
Figure 466. Human skeletal remains documented in the eastern half of the City Center corridor by interment type (base map: U.S.G.S. orthoimagery 2005)	812
Figure 467. Human skeletal remains documented in the western half of the City Center corridor by burial condition (base map: U.S.G.S. orthoimagery 2005)	813
Figure 468. Human skeletal remains documented in the eastern half of the City Center corridor by burial condition (base map: U.S.G.S. orthoimagery 2005)	814

List of Tables

Table 1. Summary of Total Area of Disturbance Anticipated for Different Aspects of City Center Construction (Est. 604,289 ft ² Total)	14
Table 2. Description of Additional Test Excavations	57
Table 3. Description of Supplemental Geotechnical Cores	60
Table 4. Description of Abandoned Test Excavations.....	61
Table 5. Sampling Strategy at Transit Station and Ancillary Facility Locations	62
Table 6. Percent Breakdown of Test Excavations by Project Component Tested.....	114
Table 7. Summary of the Approach for Archaeological Inventory Survey Testing by Construction Sheet (from West to East)	116
Table 8. Summary of Archaeological Cultural Resources Located in, or Immediately Adjacent to the City Center AIS Study Area (Bold SIHP #s Newly Identified in this Study)	211
Table 9. T-226C Stratigraphic Description, south wall profile	226
Table 10. T-226C Stratigraphic Description, north wall profile.....	234
Table 11. Archaeological Features of SIHP #-2918 Identified during the City Center Section 4 AIS	235
Table 12. Summary of Previously-Identified Archaeological Features of SIHP # 50-80-14-2963 (adapted from Clark 1987).....	246
Table 13. Depositional Sequences Observed by Clark (1987:39-44).....	253
Table 14. Summary of Newly-Identified Archaeological Features of SIHP #-2963.....	258
Table 15. T-124 Stratigraphic Description	267
Table 16. T-124A Stratigraphic Description	272
Table 17. T-122 Stratigraphic Description	274
Table 18. T-123 Stratigraphic Description	276
Table 19. Previously Identified Archaeological Features of SIHP #-5368 (adapted from McGerty et al. 1997)	295
Table 20. T-088 Stratigraphic Description	301
Table 21. T-091 Stratigraphic Description	304
Table 22. T-092 Stratigraphic Descriptions.....	307
Table 23. T-093, Stratigraphic Description	311
Table 24. T-094 Stratigraphic Description	314
Table 25. Detail of 11 Burials Documented as SIHP # 50-80-14-5820 by Winieski and Hammatt (2000).....	320
Table 26. Archaeological Features of SIHP #-5820 Identified during the City Center Section 4 AIS	325
Table 27. T-141 Stratigraphic Description of Southwest Profile	330
Table 28. T-142 Stratigraphic Description of Southwest Profile	340
Table 29. Stratigraphic Description, southwest profile	344
Table 30. T-146A Stratigraphic Description	348
Table 31. T-150 Stratigraphic Description of Northeast Profile.....	352
Table 32: T-151 Stratigraphic Description of Southwest Profile	357
Table 33. T-151A Stratigraphic Description	361
Table 34. Trench 3 Stratigraphic Description (adapted from McDermott and Mann 2001)	378
Table 35 T-095 Stratigraphic Description	382

Table 36. Trench 23 Stratigraphic Description (adapted from O'Hare et al. 2003)	393
Table 37. Trench 5 Stratigraphic Description (adapted from O'Hare et al. 2004)	396
Table 38. Trench 3 Stratigraphic Description (adapted from Tulchin and Hammatt 2005)	400
Table 39. TR-5 Stratigraphic Description (adapted from Clark and Grosser 2005)	403
Table 40. Sewer line G Stratigraphic Description (adapted from Altizer et al. 2011)	407
Table 41. Trench 6 Stratigraphic Description (adapted from Runyon et al. 2011)	411
Table 42. Trench 8 Stratigraphic Description (adapted from Runyon et al. 2012)	414
Table 43. Trench 5 Stratigraphic Description (adapted from Morriss et al. 2013)	418
Table 44. T-186 Stratigraphic Description	421
Table 45. Trench A6 Stratigraphic Description (adapted from Bell et al. 2006)	434
Table 46. Area 3 Stratigraphic Description (adapted from O'Hare et al. 2006)	436
Table 47. Stratigraphic Description of Test Unit 1 (adapted from Thurman et al. 2009)	441
Table 48. Stratigraphic Description of Test Unit 3 (adapted from Thurman et al. 2009)	444
Table 49. T-181 Stratigraphic Description	446
Table 50. T-182 Stratigraphic Description	448
Table 51. T-183 Stratigraphic Description	450
Table 52. T-184 Stratigraphic Description	453
Table 53. Stratigraphic description for north profile in T-185	456
Table 54. Stratigraphic Description of the Northeast Profile in Test Trench 28 (adapted from Pammer et al. 2011, Vol. I:173)	465
Table 55. Archaeological Features of SIHP #-7124 Identified by Pammer et al. (2011)	467
Table 56. T-132 Stratigraphic description for the northeast profile in T-132	482
Table 57. Stratigraphic Description of Test Trench 25 (adapted from Pammer et al. 2011, Vol. II: 102-103)	489
Table 58. T-231A Stratigraphic Description	495
Table 59. Stratigraphic Description of Test Trench 25 (adapted from Pammer et al. 2011)	506
Table 60. Stratigraphic description for northeast profile in T-230	508
Table 61. Stratigraphic Description for Northeast Profile in T-229	512
Table 62. Stratigraphic Summary of Trench 21 (adapted from Burke and Hammatt 2012)	519
Table 63. Artifacts collected from SIHP #-7193 during the current City Center AIS (T-214) and during the Burke and Hammatt (2012) study (Trenches 15-22)	523
Table 64. Stratigraphic Description of the Southwest Profile of T-214	535
Table 65. Test Trench 26 Stratigraphic Description (adapted from Pammer et al. 2011)	542
Table 66. T-020 Stratigraphic Description	548
Table 67. Trench 5 Stratigraphic Summary (adapted from Pammer and Monahan 2011)	558
Table 68. Trench 7 Stratigraphic Summary (adapted from Tulchin and Hammatt 2013)	560
Table 69. Profile 7 Stratigraphic Summary (adapted from Medina et al. 2013)	563
Table 70. T-080 Stratigraphic Description	566
Table 71. T-096 Stratigraphic Description, northwest wall	580
Table 72. T-097 Stratigraphic Description	583
Table 73. C-1 through C-6 Stratigraphic Description	593
Table 74. Features of SIHP #-7427	594
Table 75. T-101 Stratigraphic Description	608
Table 76. Archaeological features of SIHP #-7428 Documented During the Current AIS	611
Table 77. T-119 Stratigraphic Description	617

Table 78. T-119A Stratigraphic Description	619
Table 79. T-120 Stratigraphic Description, northeast wall.....	625
Table 80. T-120A Stratigraphic Description, northeast wall.....	632
Table 81. Historic Cultural Material Identified From SIHP #-7428.....	636
Table 82. Archaeological Features of SIHP #-7429 Identified during the City Center Section 4 AIS	651
Table 83. T-202 Stratigraphic Description	664
Table 84. SIHP #-7430 Historic Artifacts Analysis.....	674
Table 85. T-064 Stratigraphic Description of the Southwest Wall.....	679
Table 86. Historic Artifacts from the Incinerated Trash Deposit (SIHP #-7506) in T-064 (note that the gap in the accession numbers reflects artifacts that were not part of SIHP #- 7506)	680
Table 87. T-066 Stratigraphic Description of the Northeast Wall.....	687
Table 88. Historic Artifacts from the Incinerated Trash Deposit (SIHP #-7506) in T-066.....	688
Table 89. T-067 Stratigraphic Description of the Northwest Wall.....	695
Table 90. Historic Artifacts from SIHP #-7506 in T-067 (note that the gap in the accession numbers reflects artifacts that were not part of SIHP #-7506)	696
Table 91. Cultural Resources Categorized by Function	707
Table 92. Habitation Sites Identified within the City Center AIS Study Area	712
Table 93. Taxa identified in the City Center AIS Charcoal Analysis.....	761
Table 94. Charcoal Taxa Identified	772
Table 95. Archaeological Cultural Resource Significance and Mitigation Recommendations...	818

Section 1 Introduction

Cultural Surveys Hawai‘i, Inc. (CSH) completed this archaeological inventory survey (AIS) for City Center (Section 4) of the Honolulu High-Capacity Transit Corridor Project (HHCTCP) for the Honolulu Authority for Rapid Transportation (HART) of the City and County of Honolulu (City), and for the Federal Transit Administration (FTA), and on behalf of PB Americas, Inc. (PB). The entire proposed HHCTCP project corridor extends approximately 23 miles (37 km) from East Kapolei in the west to Ala Moana Center in the east. The HHCTCP corridor is divided into four sections. From west to east these are: Section 1, West-O‘ahu/Farrington Highway, extending from East Kapolei to approximately Leeward Community College; Section 2, Kamehameha Highway, extending from Leeward Community College to Aloha Stadium; Section 3, Airport, extending from Aloha Stadium to approximately the Middle Street Interchange; and, Section 4, City Center, extending from Middle Street to Ala Moana Center (Figure 1).

The HHCTCP’s purpose is to provide high-capacity rapid transit in the highly congested east-west transportation corridor between Kapolei and Ala Moana Center via a fixed guideway rail transit system. FTA and the City will fund project construction. In addition to the guideway, the project will require construction of transit stations and ancillary support facilities.

1.1 City Center AIS Background

The focus of this AIS is the eastern-most 6.9 km (4.3 miles) of the overall HHCTCP project corridor: City Center. The City Center AIS study area includes all of Section 4, and, in order to provide continuity, the eastern-most portion of Section 3 (Airport). The AIS City Center study area extends from Kalihi Stream in the west to Ala Moana Center in the east, within Kalihi, Kapālama, Honolulu, and Waikīkī Ahupua‘a, Honolulu (Kona) District, Island of O‘ahu, Tax Map Key (TMK) [1] 1-2, 1-5, 1-7, 2-1, 2-3 (Various Plats and Parcels).

From west to east, the City Center AIS study area begins at Middle Street and extends along Dillingham Boulevard through Kalihi and Kapālama to Ka‘aahi Street. From there it crosses Nuuanu Stream and continues along Nimitz Highway/Ala Moana Boulevard. From the intersection of Richards Street and Ala Moana Boulevard, it continues along Halekauwila Street to Ward Avenue. At Ward Avenue, it angles *mauka* (inland) across the corner of Ward Avenue and Queen Street. Between Ward Avenue and Kamake‘e Street, it continues *makai* (seaward) of Queen Street. At Kamakee Street, it follows the alignment of Queen Street to the intersection with Waimanu Street. There it crosses to Kona Street, which it follows across Pi‘ikoi Street into Ala Moana Center. An additional component of the City Center AIS study area is comprised of a utility relocation corridor that extends, again from west to east, from Richards Street along Ala Moana Boulevard, up Punchbowl Street, along Pohukaina Street and up Cooke Street to Halekauwila Street, where it merges with the guideway alignment. The AIS study area is depicted on the 1998 Honolulu U.S.G.S. 7.5-minute topographic quadrangle, on various TMKs, and an aerial photograph (Figure 2 to Figure 8).

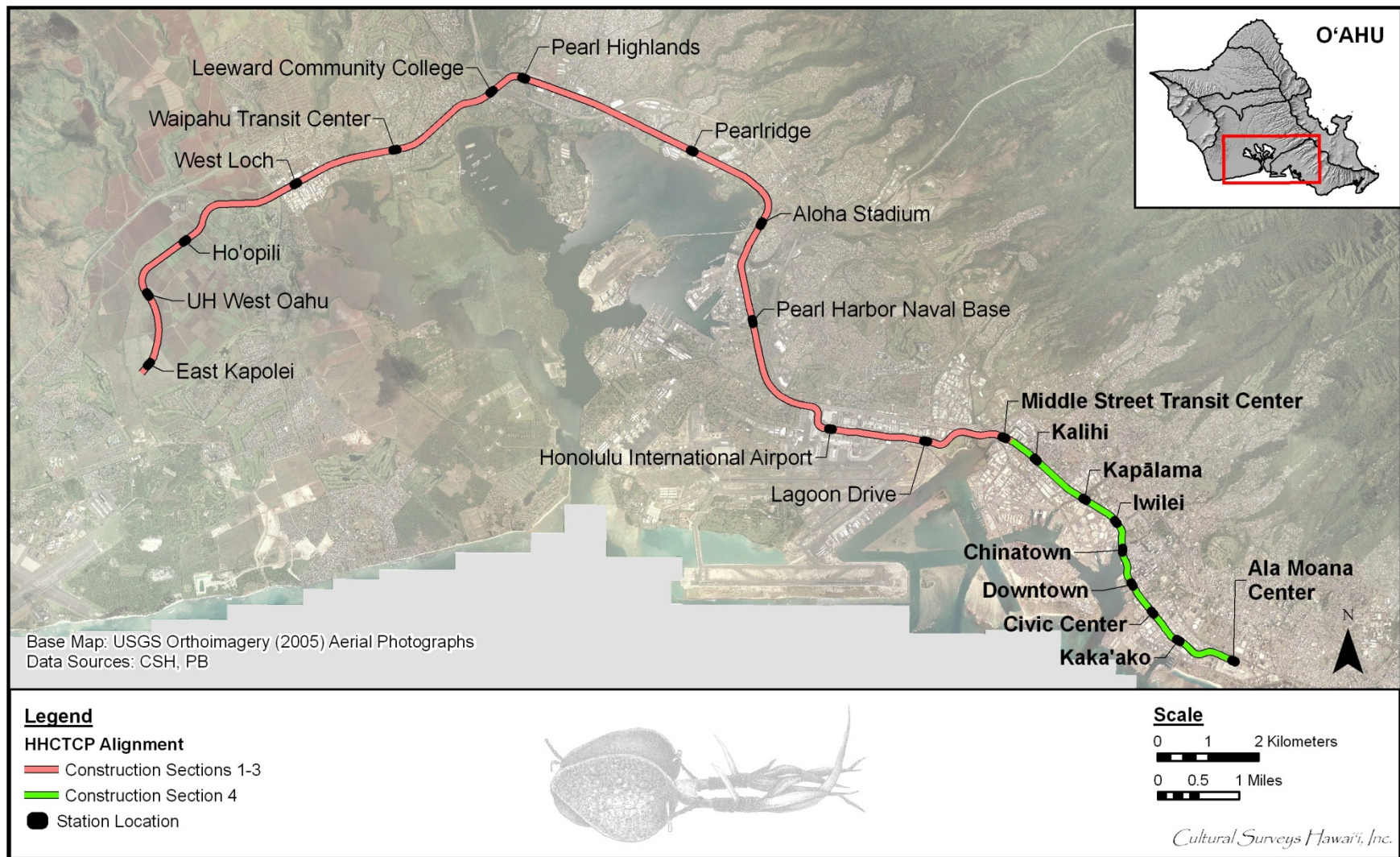


Figure 1. Aerial photograph (source: U.S.G.S. orthoimagery 2005) showing the entire HHCTCP corridor, from East Kapolei to Ala Moana Center, including station locations, with the City Center AIS study area called out in green

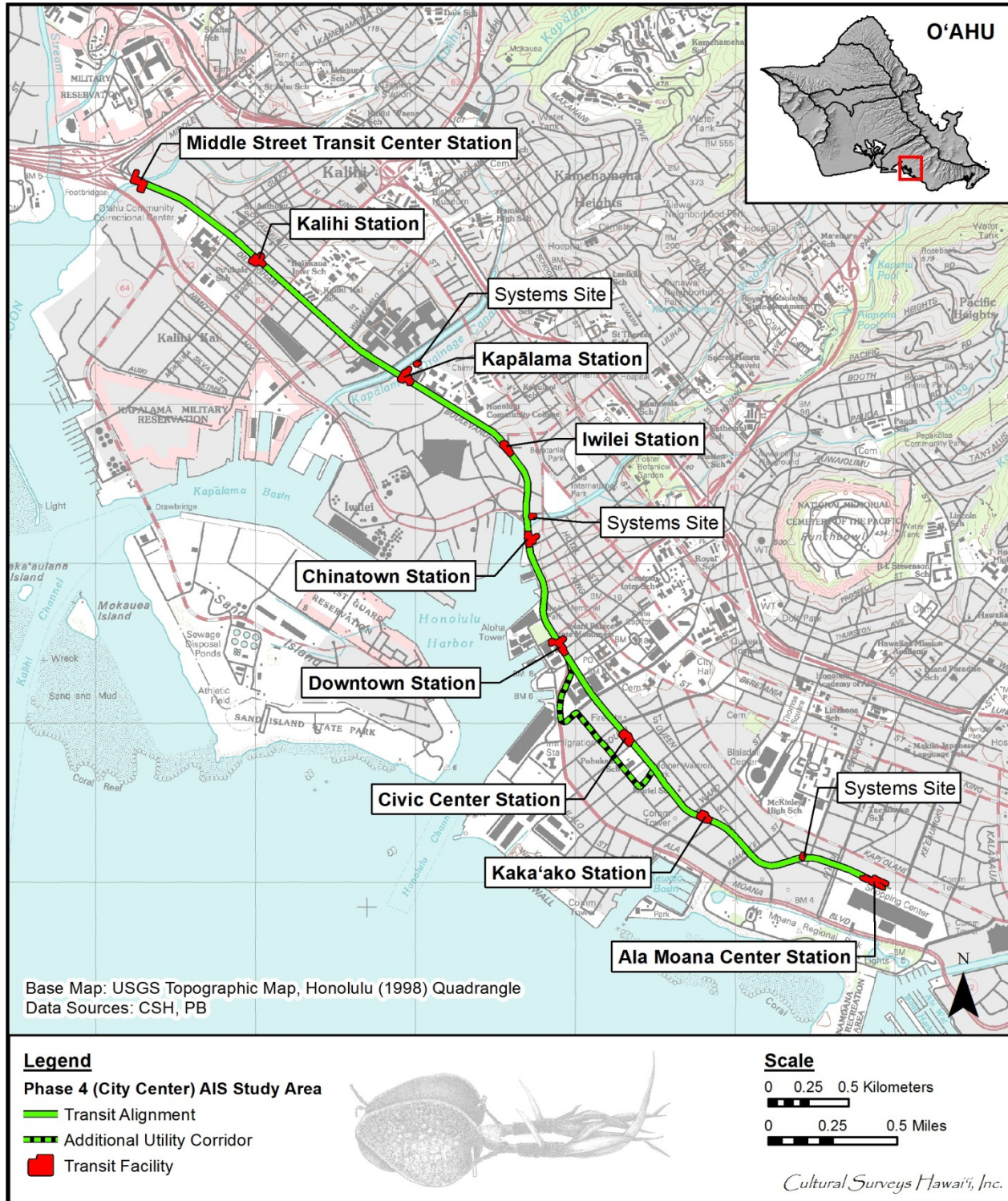


Figure 2. Portion of the 1998 Honolulu U.S.G.S. 7.5-minute topographic quadrangle showing the City Center alignment and related transit facilities

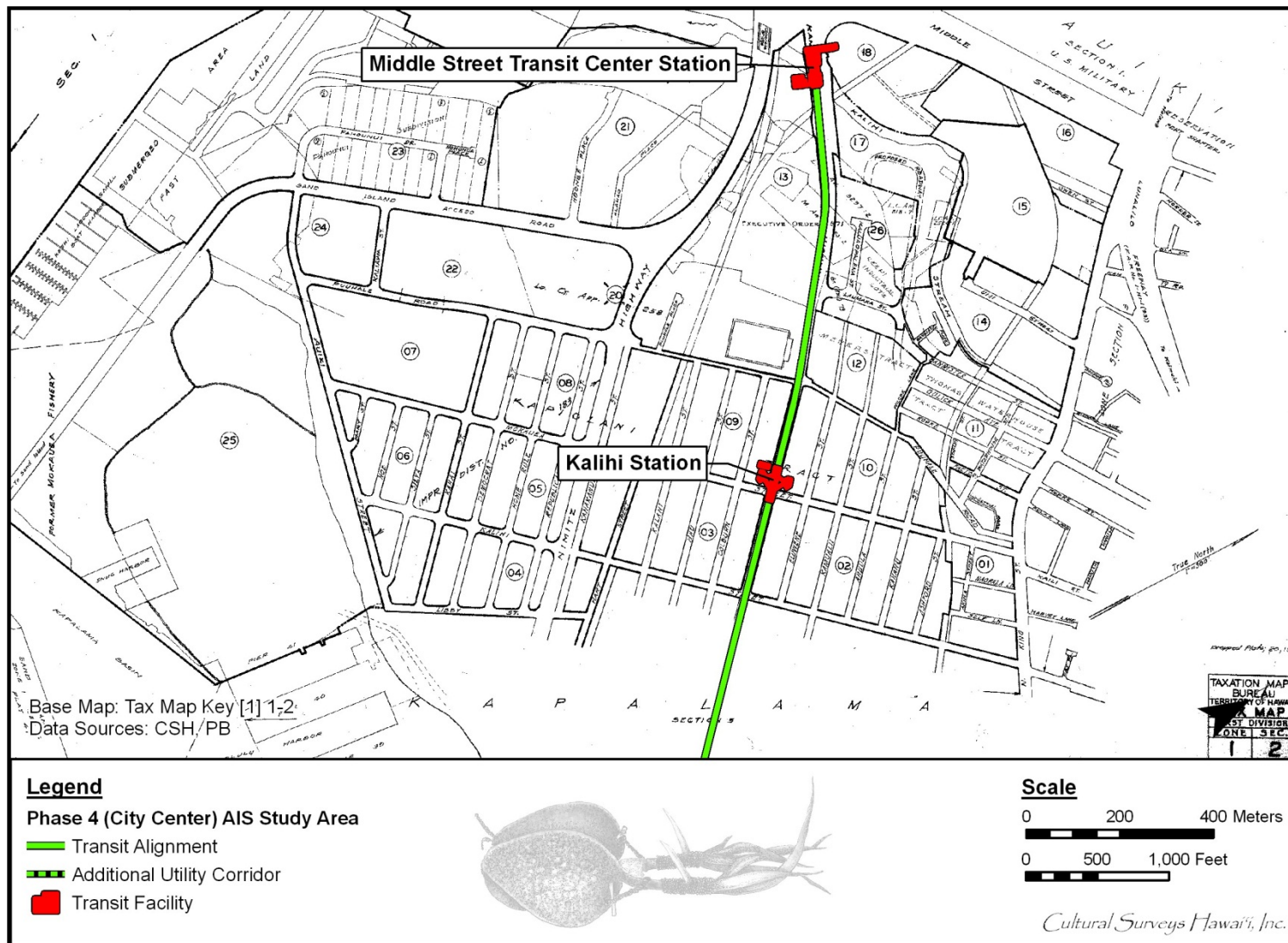


Figure 3. Tax Map Key 1-2 showing the western portion of the City Center AIS study area

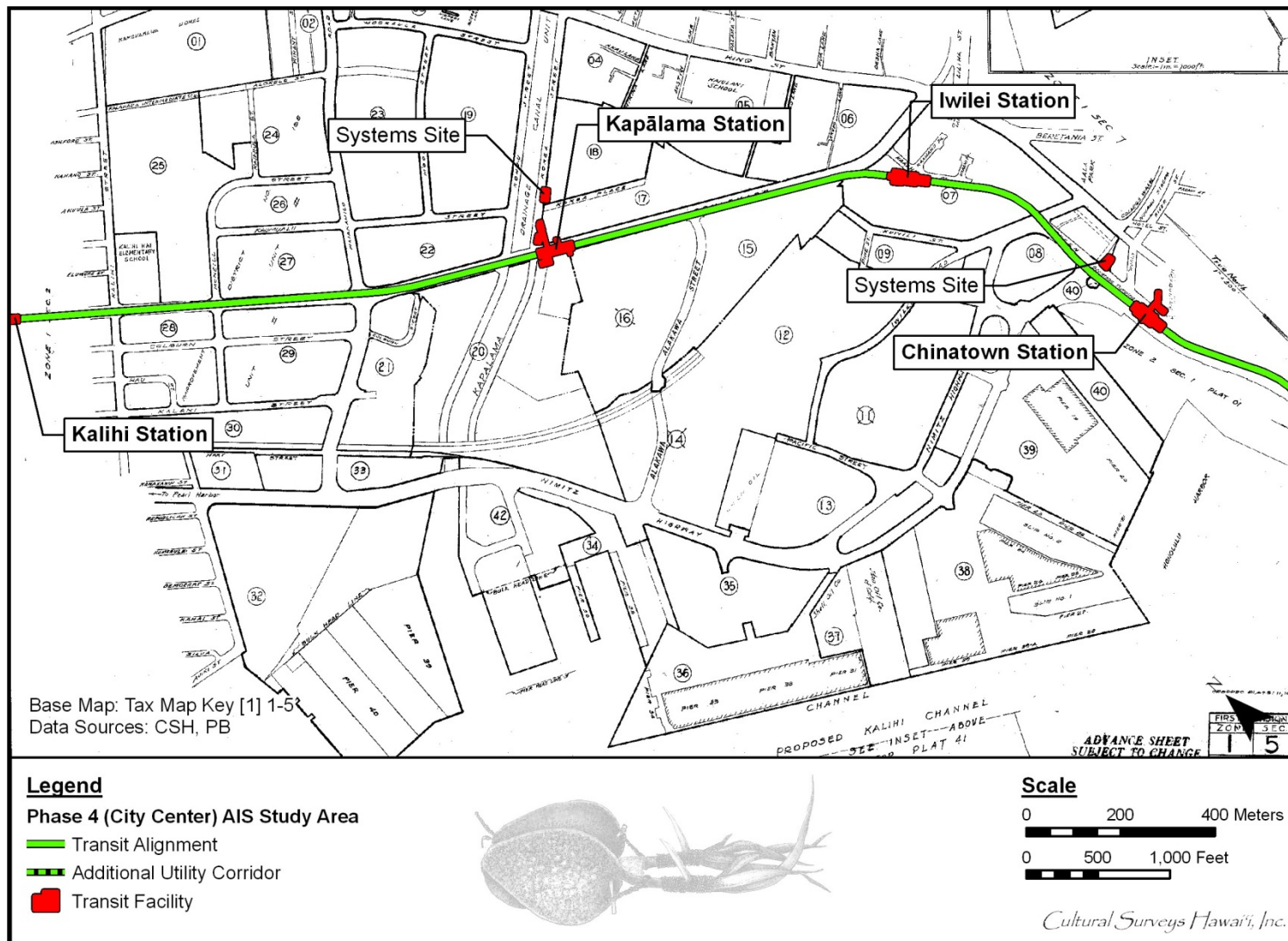


Figure 4. Tax Map Key 1-5 showing the central portion of the City Center AIS study area



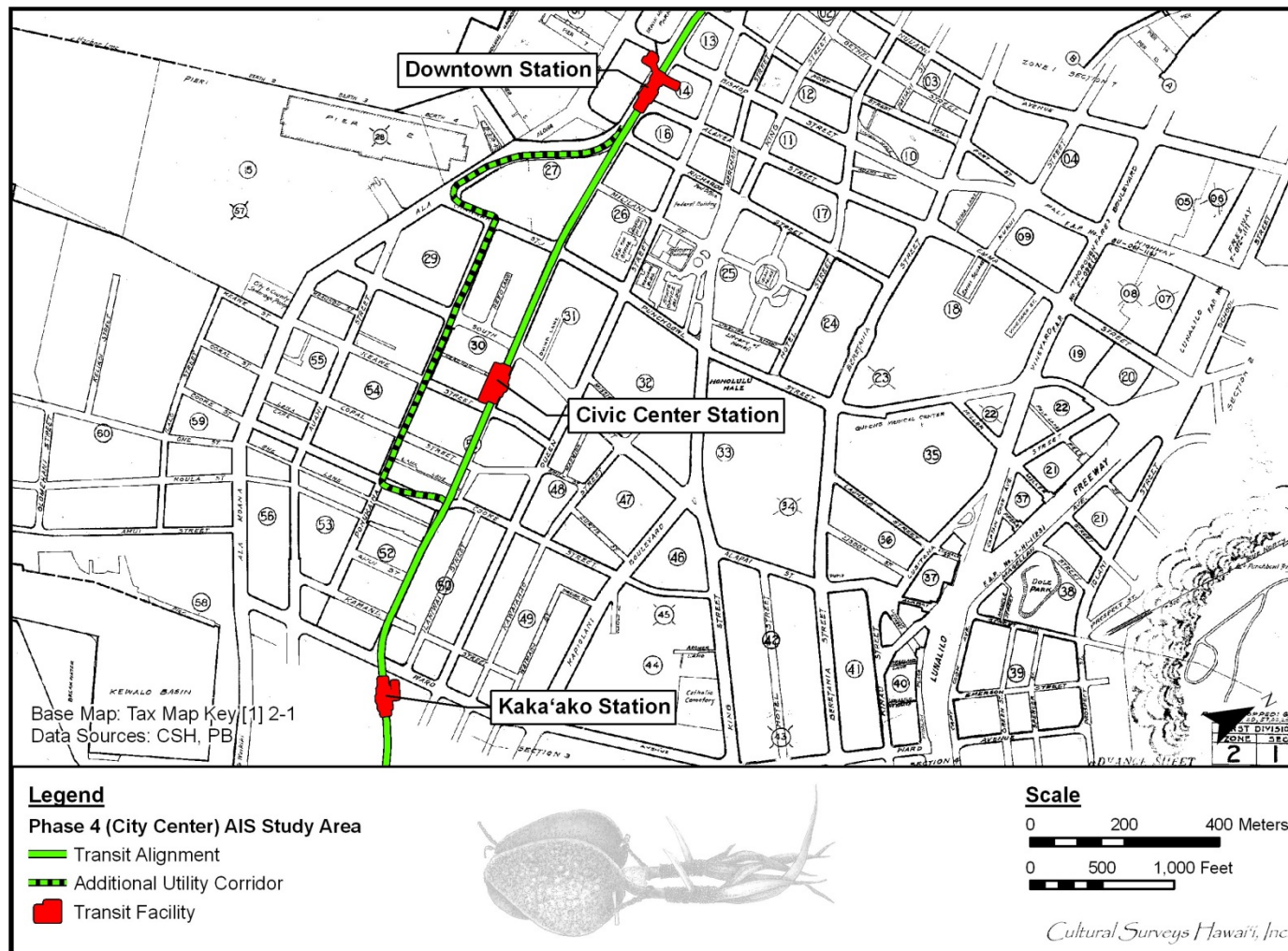


Figure 6. Tax Map Key 2-1 showing the central portion of the City Center AIS study area

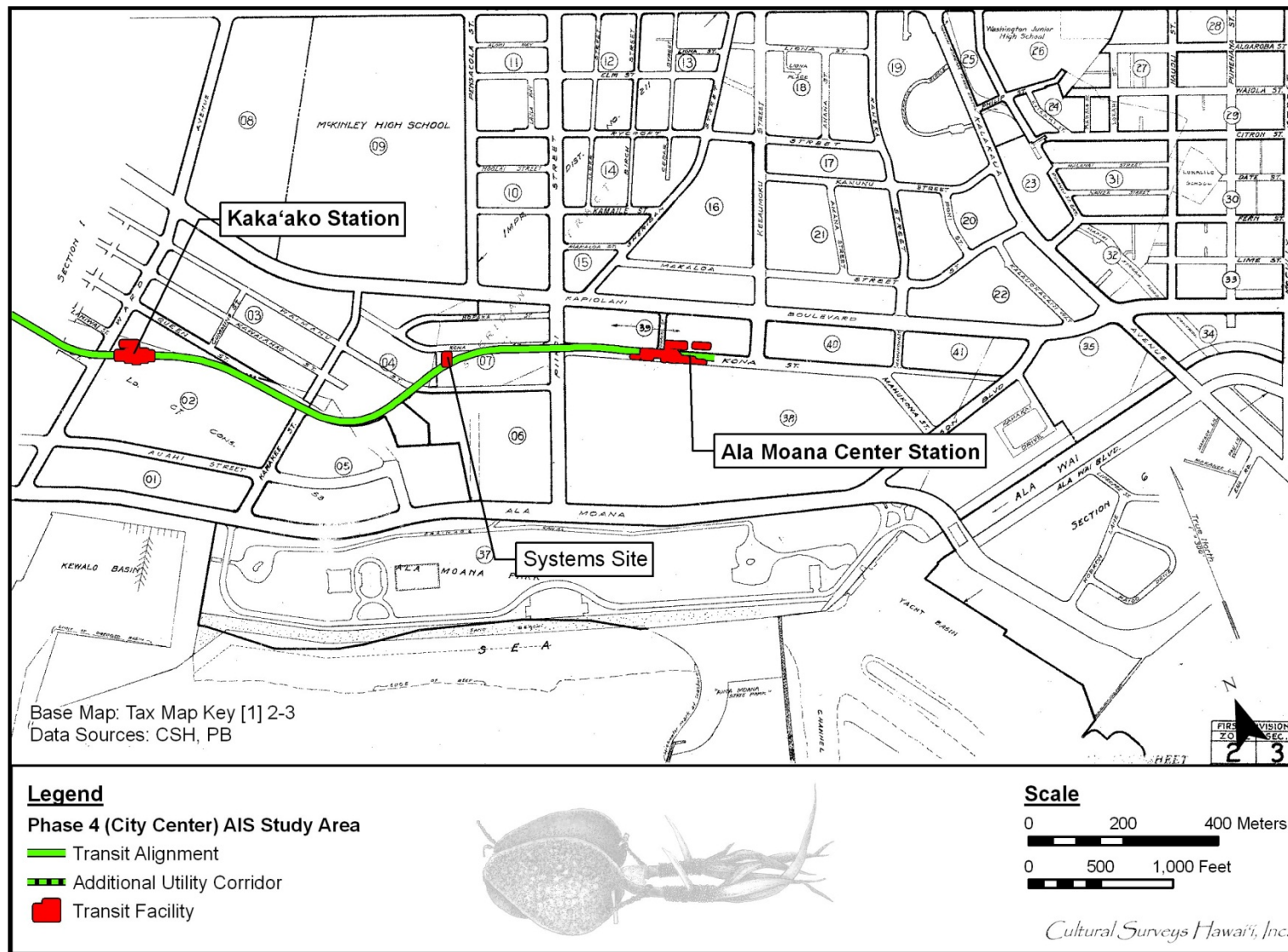


Figure 7. Tax Map 2-3 showing the eastern portion of the City Center AIS study area

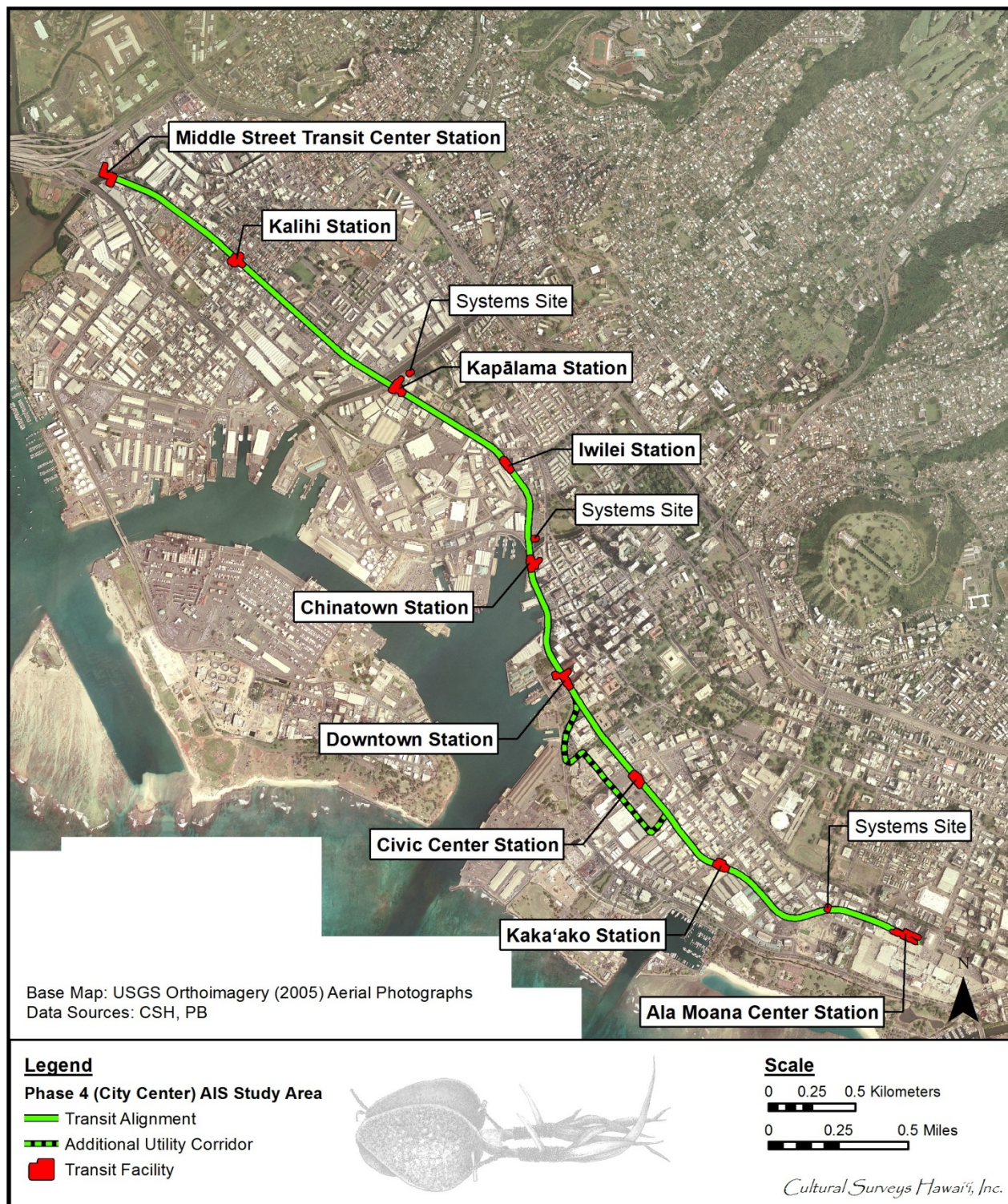


Figure 8. Aerial photograph (source: U.S.G.S. orthoimagery 2005) showing the City Center AIS study area

The AIS City Center study area is primarily located within existing road rights-of-way owned by the State of Hawai'i or the City and County of Honolulu, including Dillingham Boulevard, Ka'aahi Street, Nimitz Highway, Ala Moana Boulevard, Halekauwila Street, Queen Street, and Kona Street. Many of the support facilities along the project corridor are located on adjacent privately owned lands.

Nine proposed transit stations are within the City Center AIS study area: Middle Street Transit Center Station; Kalihi Station; Kapālama Station; Iwilei Station; Chinatown Station; Downtown Station; Civic Center Station; Kaka'ako Station; and Ala Moana Center Station; additionally there are three system sites (smaller alignment infrastructure related to guideway's power supply) (refer to Figure 2 to Figure 8). Project construction will also require relocation of existing utility lines within the project corridor that conflict with the project design. Minimally, land-disturbing activities will include grading of facility locations and excavations for guideway column foundations, subsurface utility relocation and installation, and construction of foundations for stations and ancillary facilities.

1.2 Historic Preservation Regulatory Context

Due to federal (FTA) funding, and use of U.S. Navy lands (in HHCTCP Section 3—Airport), this project is a federal undertaking as defined in 36 CFR 800.16, requiring compliance with Section 106 of the National Historic Preservation Act (NHPA), the National Environmental Policy Act (NEPA), and Section 4(f) of the Department of Transportation Act. Through the Section 106 historic preservation review process, the project's lead federal agency, FTA, has determined that the project will have an adverse effect on historic properties currently listed, or eligible for listing, on the National Register of Historic Places (National Register). The Hawai'i State Historic Preservation Officer (SHPO) concurred with this undertaking effect determination.

To mitigate the undertaking's potential adverse effect, a Section 106 Programmatic Agreement (PA) was executed on January 18, 2011, with FTA, Hawai'i SHPO, the United States Navy, and the Advisory Council on Historic Preservation as signatories, and the City as an invited signatory. PA Stipulation III requires that an archaeological inventory survey plan (AISP) be prepared and approved by the SHPD for each of the four HHCTCP construction sections.

An AISP for City Center (Hammatt et al. 2011) was prepared to fulfill PA Stipulation III and was accepted by SHPD on October 25, 2011 (Log No. 2011.2379, Doc. No. 1110NN08). The AISP defines the scope of work and details the proposed methods and sampling strategy for this AIS, in accordance with the requirements for an AISP in Hawai'i Administrative Rules (HAR) Chapter §13-275-5(c).

Subsequently consideration was given to an alternate site (Alternate A) for the Kaka'ako Station located approximately 50 m northeast (*mauka*) of the Kaka'ako Station location addressed in the AISP for City Center (Hammatt et al. 2011). This alternate station site, and associated minor changes to the immediately adjacent guideway alignment, were addressed in an Addendum AISP (Hammatt et al. 2013). The Addendum AISP was accepted by SHPD on March 1, 2013 (Log No. 2013.1958, Doc. No. 1302SL28). These changes to the guideway alignment are discussed in Section 3 of this volume. The up-to-date City Center guideway alignment/project footprint is shown on all appropriate figures.

Following the approved City Center AISP (Hammatt et al. 2011), as amended in the City Center AISP Addendum (Hammatt et al. 2013), the City Center AIS investigation was completed. This AIS report was prepared in consideration of the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* and to support the project's PA and Section 106 compliance. This AIS investigation also supports the project's historic preservation review under Hawai‘i Revised Statutes (HRS) Chapter 6E-8 and HAR §13-275 governing procedures for historic preservation review for governmental projects, and HAR §13-276 governing standards for archaeological inventory surveys and reports

Following HAR §13-300 and HRS Chapter 6E-43, identified human skeletal remains were treated in consultation among SHPD, the City, the O‘ahu Island Burial Council (OIBC), and cultural descendants from the area. A “*Consultation Protocol for Iwi Kūpuna Discovery During the Archaeological Inventory Survey for the City Center (Construction Phase 4) of the HHCTCP*” (Hammatt 2011) (reviewed and approved by FTA, per the project's PA requirements) was developed during the preparation of the City Center AISP to facilitate consultation regarding the treatment of identified human skeletal remains. This consultation protocol (Hammatt 2011) was implemented during the City Center AIS fieldwork.

CSH completed an AIS of HHCTCP Section 1 (extending east from the East Kapolei Station to approximately Leeward Community College), in February 2010. It was reviewed and accepted by SHPD on April 19, 2010 (Log No. 2010.1749, Doc. No. 1004MV01).

CSH completed an AIS of HHCTCP Section 2 (extending east from Leeward Community College to approximately Aloha Stadium) in May 2012. It was reviewed and accepted by SHPD on May 23, 2012 (Log No. 2012.1449, Doc. No. 1205NN23).

CSH completed an AISP for HHCTCP Section 3 (extending from Aloha Stadium to Middle Street/Kalihi Stream). It was reviewed and accepted by SHPD on December 2, 2011 (Log No. 2011.2167, Doc. No. 1211NN01). At the time of writing this report (March 2013) the AIS report for Section 3 (Airport) is under SHPD review.

The HHCTCP area of potential effect (APE) for archaeological cultural resources is defined in the HHCTCP PA (Stipulation III.A.1.) as all areas of direct ground disturbance. For the City Center AISP study area (all of Section 4 and the eastern portion of Section 3), project engineers estimate that the project's area of direct ground disturbance is approximately 604,289 square feet (or 13.87 acres). These 13.87 acres are the survey area for this City Center AIS investigation.

This AIS investigation was conducted to identify, document, and make National Register and Hawai‘i Register of Historic Places (Hawai‘i Register) eligibility recommendations for the study area's archaeological cultural resources. In consultation with the SHPD, this investigation was also designed to fulfill the State requirements for an AIS per HAR §13-276. The investigation includes an undertaking-specific effect recommendation and treatment/mitigation recommendations for the identified archaeological cultural resources recommended National/Hawai‘i Register eligible. This document is intended to support project-related historic preservation consultation among stake-holding federal and state agencies, interested Native Hawaiian groups and individuals, and community groups.

This City Center AIS investigation focused exclusively on archaeological cultural resources. Identification and National/Hawai‘i Register eligibility recommendations for the HHCTCP

architectural cultural resources, including historic roads, bridges, and structures, was conducted as a separate effort in association with the project's Final Environmental Impact Statement (FEIS) (USDOT/FTA and City/DTS 2010).

Generally, under both Hawai'i State and federal historic preservation legislation, archaeological inventory surveys are designed to identify, document, and collect enough data to evaluate the significance of potential "historic properties." As discussed in the paragraphs below, there are important distinctions between the Federal and Hawai'i State definitions of "historic property." To alleviate any confusion these different definitions might cause, CSH has opted in this document to use the more generic term "cultural resources" and as defined below, in its discussion of the cultural remains within the current study area. The use of the term cultural resources in these instances is common practice in cultural resource management and is in keeping with the historic preservation requirements/definitions of both 36 Code of Federal Register 800 (36 CFR 800) and HAR §13-275.

In historic preservation parlance, cultural resources are the physical remains and/or geographic locations that reflect the activity, heritage, and/or beliefs of ethnic groups, local communities, states, and/or nations. Generally, they are at least 50 years old, although there are exceptions, and include: buildings and structures; groupings of buildings or structures (historic districts); certain objects; archaeological artifacts, features, sites, and/or deposits; groupings of archaeological sites (archaeological districts); and, in some instances, natural landscape features and/or geographic locations of cultural significance.

Historic properties, as defined in 36 CFR 800.16, are any prehistoric or historic districts, sites, buildings, structures, or objects included in, or eligible for inclusion in, the National Register maintained by the Secretary of the Interior. This includes artifacts, records, and remains that are related to and located within such properties, as well as properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria. Determinations of eligibility are generally made by a federal agency official in consultation with the SHPO. Under federal legislation, a project's (undertaking's) potential effect on historic properties must be evaluated and potentially mitigated.

Under Hawai'i State historic preservation legislation, historic properties are defined as any cultural resources that are 50 years old, regardless of their significance under state law, and a project's effect and potential mitigation measures are evaluated based on the project's potential impact to "significant" historic properties (those historic properties determined eligible, based on established significance criteria, for inclusion in the Hawai'i Register). Determinations of eligibility to the Hawai'i Register result when a state agency official's historic property "significance assessment" is approved by SHPD, or when SHPD itself makes an eligibility determination for a historic property.

1.1 Overview of Proposed Project Construction

The design, method of construction, and timeline of the project continue to be refined. This overview of proposed project construction is a synopsis of the information provided in Appendix E—Construction Approach of the HHCTCP Final Environmental Impact Statement (FEIS) (USDOT/FTA and C&C/DTS 2010). [Note: this is the same overview that was included in the SHPD-approved City Center AISP (Hammatt et al. 2011).]

1.1.1 Fixed Guideway and Transit Stations

The HHCTCP involves construction of a fixed guideway rail transit system that will consist primarily of elevated structures. The main components of the fixed guideway system are the elevated guideway structure, guideway foundation columns, and transit stations. The guideway foundation columns generally consist of a single eight foot diameter column spaced, on average, about every 120 feet, with shorter or longer spans used where needed. Transit stations generally consist of elevated platform structures with ground-level entrance buildings. The subsurface impacts associated with the fixed guideway and transit stations will be primarily associated with excavations for the guideway foundation columns and excavations associated with construction of ground-level station buildings, including subsurface utilities, elevator shafts, etc.

Two methods will be used to construct the guideway foundations, dictated by structural demands and existing subsurface conditions. Drilled shafts are the preferred foundation excavation method, which involves drilling with a 6- to 10-foot diameter auger to depths of 50 to 150 feet; installation of a rebar cage in the shaft; and filling the shaft with concrete. Driven-pile foundations will be constructed where lateral loads, geotechnical, or other site conditions prohibit the use of drilled shafts. Construction of driven-pile foundations involves excavations to accommodate the pile cap, pile driving by striking the pile with a heavy weight, vibrating the pile or jacking the pile into the ground, and forming and casting the pile cap with concrete.

1.1.2 Support Facilities

Ancillary support facilities for the transit system include maintenance and storage facilities and traction power substations. These facilities will be constructed at ground level, adjacent to the transit corridor. Subsurface impacts will include grading of the facility locations and excavations for building foundations, subsurface utility installation or relocation, and landscaping. On figures these ancillary support facilities are called out as system sites.

1.1.3 Ancillary Impacts

Project construction will require relocation of existing utility lines within the project corridor that conflict with the project design. The nature and extent of utility relocations, based on preliminary engineering, are shown in Table 1. Current estimates are that the vast majority of subsurface impacts will be ancillary (particularly for utility relocation, roadway widening, and building demolition, refer to Table 1).

Guideway foundation excavations will extend below the water table, potentially creating significant need for the management of displaced water and/or drilling slurry. De-watering pits may be excavated to temporarily collect and treat wastewater and drilling slurry prior to reuse or disposal.

Construction staging areas will be needed to provide adequate space for construction equipment, stockpiling and transfer of construction materials, parking, and other construction-related activities. The proposed ancillary maintenance and storage facility area and transit stations have been identified as potential staging areas. Grading of the construction staging areas may be necessary.

1.1.4 Summary of Subsurface Impacts

While construction of the “touch down” facilities of the transit stations (the portions of the mostly elevated transit stations that are at ground/street level) and the excavations for the column foundations for the fixed guideway may be the most obvious project-related subsurface impacts, according to available data (Table 1) collectively these will only account for an estimated 3.9 percent of the area of project-related subsurface impacts.

Table 1. Summary of Total Area of Disturbance Anticipated for Different Aspects of City Center Construction (Est. 604,289 ft² Total)

Components	Area (ft ²)	Percent of Project-related Ground Disturbance
Utilities (wet)	86,597	14.3
Utilities (dry)	280,210	46.4
Traction Power Substation	20,916	3.5
Fiber Optic Cables	20,100	3.3
Building Demolition	68,851	11.4
Roadway Widening	103,410	17.1
Traffic Signals	1,179	0.2
Stations	11,222	1.9
Columns	11,804	2.0

The utility relocations needed for this project are considerable. The “dry” utilities, including electric and gas line relocations, are estimated to account for nearly half (46.4 percent) of the project-related subsurface impacts. The “wet” utility relocations, including water, sewer, and storm sewer improvements, are anticipated to account for approximately 14 percent of the project-related subsurface impacts. Road widening work will largely occur on the *makai* side of Dillingham Boulevard and this is anticipated to account for approximately 17 percent of the project-related subsurface impacts. Because of the medial placement of column foundations along much of the Dillingham Boulevard alignment, the thoroughfare will effectively become largely divided with the *makai* lanes needing to be widened approximately 10 feet farther *makai* (the actual extent of the widening will vary).

Current plans call for demolition of existing buildings in a number of areas, including: Iwilei, between the intersection of Queen and Waimanu Streets, and the vicinity of the intersection of Pensacola and Kona Streets. Demolition is anticipated to account for approximately 11 percent of project-related subsurface impacts. Existing building demolition will include excavations to remove building foundations and associated utilities and grading of the cleared land surface once demolition is done.

1.2 Division of the City Center AIS Study Area into Geographic Zones

The City Center AIS's study area is long and linear, as would be expected for a fixed-guideway transportation system like the HHCTCP. City Center's large (13.87 acres), dispersed (6.9 km/4.3 miles) study area was identified in the City Center AISP (Hammatt et al. 2011:iii) as one of the greatest factors limiting the AIS investigation effort. The linear, dispersed configuration of the study area did hamper the AIS study's execution because each portion of the study area (practically each excavation location) had its own challenges regarding right of entry, traffic management, utility avoidance, etc., that greatly exceeded a more typical 13-acre AIS investigation for a consolidated project area owned by a single landowner. The linear, dispersed nature of the guideway alignment does increase the information value of the AIS study in that it provides a long cross section through the majority of the most archaeologically-sensitive portion of O'ahu's South Shore. This cross section traverses four *ahupua'a* (traditional Hawaiian land division) and passes through distinct environmental and cultural settings.

For organization and results presentation, as well as to provide a suitable context to interpret the results of test excavations and the significance of identified archaeological cultural resources, the 6.9 km of the City Center AIS study area were divided into 11 geographic zones. The boundaries of the 11 geographic zones were based on background research and fieldwork results. Grouped together were areas with similar stratigraphy and geomorphology, and, where feasible, areas within traditional Hawaiian *ahupua'a* (land divisions). To be clear, the geographic zones technically are limited to the project APE (areas of actual ground disturbance), which is a relatively narrow focus; however, the geographical and cultural contextual information provided for each geographic zone covers a wider area to assist in investigation results interpretation. The following is a description of the 11 geographic zones (Figure 9), proceeding generally from west to east:

The West Kalihi Geographic Zone is within Kalihi Ahupua'a, along the eastern margins of Kalihi Stream. Observed stratigraphy in test excavations consisted of relatively thick fill layers over Kalihi Stream estuary sediments found near the water table. Elevations are typically low, 1.5 to 3 meters above mean sea level. West Kalihi extends approximately 0.5 km along Kamehameha Highway and is bounded to the west by the Middle Street exit from Kamehameha Highway and on the east by Laumaka Street. West Kalihi's eastern boundary is the edge of the emerged Pleistocene reef limestone common along southern O'ahu. The West Kalihi Geographic Zone is distinct from the immediately adjacent geographic zones to the east because of the estuary sediments encountered.

From West Kalihi, the AIS study area ascends slightly up onto the Pleistocene reef limestone formed during the 7.5 m (Waimānalo) sea-stand (Macdonald et al. 1983:420–421). Both the East Kalihi and West Kapālama Geographic Zones are situated on this slightly elevated limestone surface. Elevations increase from the relatively low-lying Kalihi Estuary to 4.75 to 7.25 m above mean sea level. East Kalihi extends approximately 0.7 km along Kamehameha Highway and Dillingham Boulevard, from Laumaka Street on the west to Kalihi Street on the east. The West

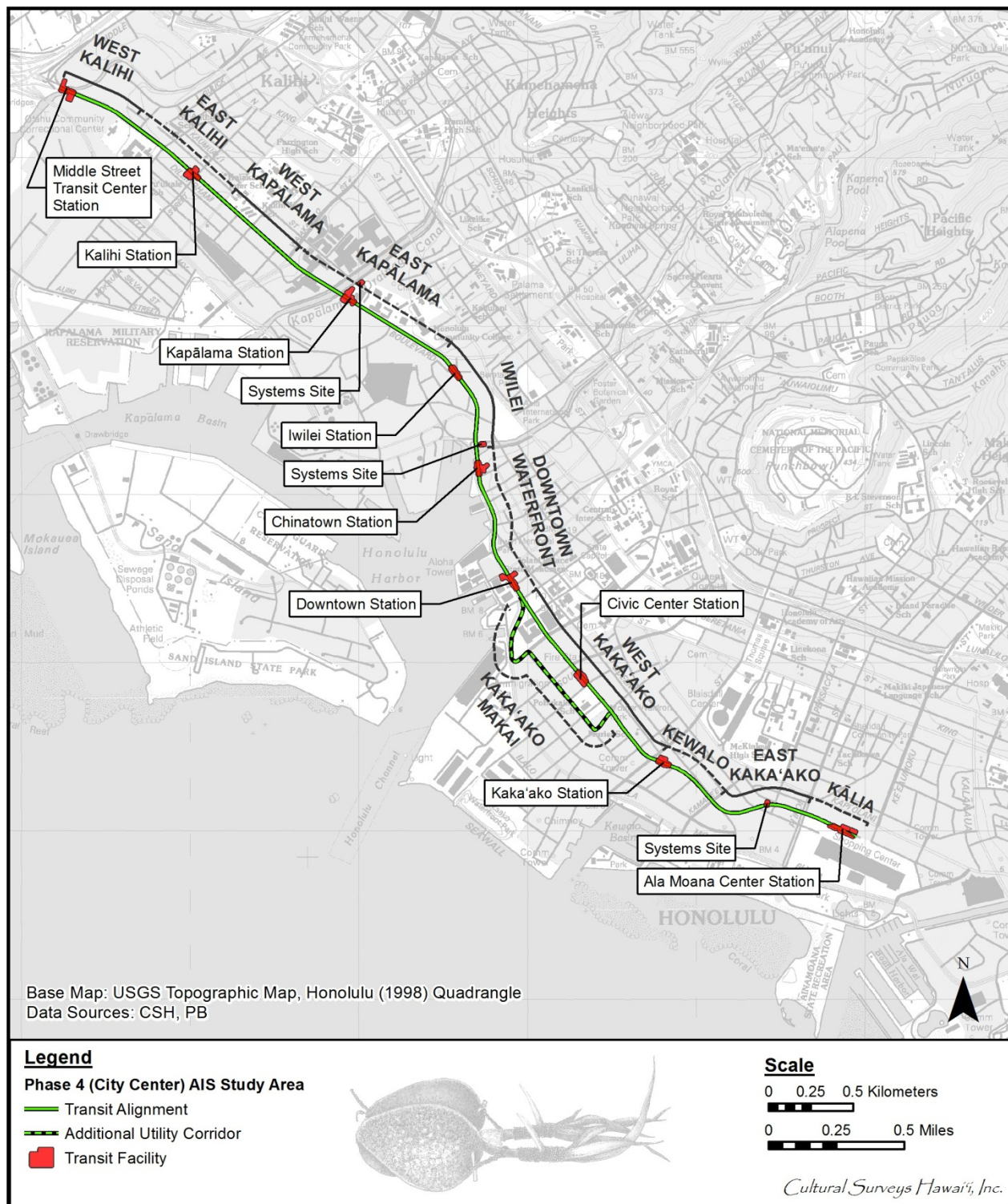


Figure 9. Portion of the 1998 Honolulu U.S.G.S. 7.5-minute topographic quadrangle showing City Center's 11 geographic zones along with the nine City Center Stations

Kapālama Geographic Zone extends approximately 0.5 km along Dillingham Boulevard and is bounded to the west by Kalihi Street and to the east by Waiakamilo Road. In both East Kalihi and West Kapālama similar stratigraphy was observed in test excavations: relatively thin fill layers, over 'Ewa silty clay loam alluvium, over the Pleistocene coral limestone bedrock. In many areas, this bedrock was less than a meter below the current ground surface. At the eastern boundary of the West Kapālama Zone, at Waiakamilo Road, this limestone bedrock is exposed on the surface. The boundary between East Kalihi and West Kapālama is Kalihi Street, which follows generally the traditional Hawaiian land division between Kalihi and Kapālama Ahupua'a.

East of Waiakamilo Road, the City Center AIS study area descends off of the Pleistocene limestone ridge down into the relatively low-lying areas within the *makai* drainages of Niuhelewai (currently channelized/rerouted, refer to discussion in Volume II) and Kapālama Streams. East Kapālama Geographic Zone extends approximately 1.0 km along Dillingham Boulevard from Waiakamilo Road at the west end to Akepo Lane at the east end. The western third of the East Kapālama Zone corridor is within Kapālama Ahupua'a, while the eastern two-thirds of the corridor are within Honolulu Ahupua'a. Elevations within the East Kapālama Zone range from approximately 1.3 to 2.1 m above mean sea level. At either end of the zone, the Pleistocene limestone shelf is exposed above the modern land surface. Within the zone observed stratigraphy consisted of thick layers of historic and modern fill over clayey, organically-enriched wetland sediments, which, based on AIS results, were extensively used for wetland agriculture (first taro, then rice). These former agricultural sediments are found within 0.2–0.5 m above the water table, indicating that before massive fill episodes, this area was extremely low-lying.

At the eastern boundary of the East Kapālama Zone, the City Center AIS study area effectively meets the old O'ahu coastline, before episodes of historic fill drastically changed the Iwilei region. The 0.65 km of the Iwilei Geographic Zone extends from Dillingham Boulevard, just east of Akepo Lane at the north end, and curves south to the intersection of Nimitz Highway with Nu'uānu Stream at the south end. The Iwilei Geographic Zone is entirely within the contiguous footprints of two traditional Hawaiian fishponds that were filled as part of land reclamation in the late nineteenth century: Kūwili Fishpond to the north and Kawa Fishpond to the south, closer to Nu'uānu Stream. The Iwilei Zone is entirely within Honolulu Ahupua'a. As can be expected from these reclaimed lands, elevations within the Iwilei Geographic Zone are low, between 1.5 to 1.8 m above mean sea level, and the observed stratigraphy consists of multiple historic and modern fill deposits, sometimes overlying marine/estuary sediments at the water table.

After crossing Nu'uānu Stream the City Center AIS study area extends approximately 0.9 km along Nimitz Highway/Ala Moana Boulevard, between Nu'uānu Stream and Richards Street, along the Downtown Honolulu Waterfront. The elevations within the Downtown Waterfront Geographic Zone range from approximately 1.9 to 2.4 m above mean sea level, and much of the zone consists of former off-shore areas that were filled/reclaimed in the latter half of the nineteenth century as part of the development of Honolulu Harbor. The stratigraphy observed in the zone consisted of thick fill layers over marine sediments at the northern and southern ends, with fill over Pleistocene limestone in the central portion. The Downtown Waterfront Zone is located entirely within Honolulu Ahupua'a. This area was the site of the early development of

the Village of Kou into the Port of Honolulu, and the zone passes through or is immediately adjacent to sites important in the development of Honolulu, such as the family compound of Francisco Marin (advisor to Kamehameha I), the Kamehameha I royal residential compound at Pakaka, and the Honolulu Fort (1816–1857).

The remaining five geographic zones to the east are all located in fairly similar geologic and cultural settings. They are all part of the coastal Honolulu Plain, which is stratified with late-Pleistocene coral reef substrate overlaid with calcareous marine sand or terrigenous sediments, and stream-fed alluvial deposits (Armstrong 1983:36). Before its infilling as a part of land reclamation in the late nineteenth and early twentieth centuries, the relatively low-lying area was a mosaic of Jaucas sand berms, often forming swales, open water ponds, and marshy areas. Native Hawaiians used the area for salt making, aquaculture, wet-land agriculture, habitation, and burial interment, and many of these uses continued into the late nineteenth and early twentieth centuries, at least in some areas. Stratigraphy observed within these geographic zones consisted of fill layers over the old, natural, pre-fill, land surface, which consists variably of Jaucas sand, sandy clay marsh/wetland sediments, or pond sediments. Previous research has documented that the buried Jaucas sand deposits sometimes contain burials (both pre- and post-Contact) and remnants of pre-Contact and post-Contact habitation. Remnants of fishponds, wetland agriculture, and salt making are also indicated based on past research.

At the intersection of Ala Moana Boulevard and Richards Street, the City Center AIS study area follows Halekauwila Street into Kaka'ako. The West Kaka'ako Geographic Zone extends approximately 1.25 km along Halekauwila Street from Richards Street to Ward Avenue. The West Kaka'ako Zone is located within Honolulu Ahupua'a. Elevations along the West Kaka'ako Zone range from approximately 1.2 to 1.9 m above mean sea level, with a slight increase in elevation to the west. Stratigraphy observed consisted of fill layers over Jaucas sand, sandy clay marsh/wetland sediments, or pond sediments.

The Kewalo Geographic Zone extends 0.5 km from Ward Avenue to Kamake'e Street. In this zone the City Center AIS study area is located *makai* of Queen Street, within Honolulu Ahupua'a. The Kewalo Zone is situated along the low-lying coastal flats immediately inland of present day Kewalo Basin (approximately 500 m inland from the natural coastline at the edge of today's Ala Moana Boulevard). Elevations in the zone range from approximately 1.3 m to 2.2 m above mean sea level. As with the West Kaka'ako Geographic Zone, stratigraphy observed consisted of fill layers over the old land surface, comprised of Jaucas sand, sandy clay marsh/wetland sediments, and/or pond sediments.

Further to the east, the East Kaka'ako Geographic Zone extends 0.5 km from Kamake'e Street to Pi'ikoi Street, within Honolulu Ahupua'a. The central portion of this zone is within the historic Kolowalu Fishpond. Elevations in the zone range from 1.3 to 1.8 m above mean sea level. Observed stratigraphy consisted predominantly of fill sediments over fine-grained alluvial pond sediments and sandy-clay marsh/wetland sediments.

Pi'ikoi Street generally marks the boundary between Honolulu and Waikiki Ahupua'a, and therefore the Kalia Geographic Zone is located within the westernmost portion of Waikiki Ahupua'a. The Kalia Geographic Zone extends 0.4 km east from Pi'ikoi Street to the HHCTCP terminus, *mauka* of Ala Moana Center. Elevations in the zone range from approximately 1.4 to

2.4 m above mean sea level. Observed stratigraphy included fill sediments over sandy-clay marsh/wetland sediments.

The Kaka'ako Makai Geographic Zone consists of the 1.25 km utility relocation corridor that extends, from west to east, from Richards Street along Ala Moana Boulevard, up Punchbowl Street, along Pohukaina Street, and up Cooke Street to Halekauwila Street. The Kaka'ako Makai Zone is located within the central portion of Honolulu Ahupua'a and elevations range from approximately 1.4 to 1.9 m above mean sea level. Based on historic maps, the portion of the zone along Ala Moana Boulevard was off-shore until historic land reclamation filled in this area as part of the development of Honolulu Harbor. The *makai* portions of this geographic zone, at the intersection of Ala Moana Boulevard and Punchbowl Street, were on the natural, pre-land reclamation shoreline. As with the West Kaka'ako Geographic Zone, stratigraphy observed consisted of fill layers over the old land surface, comprised of Jaucas sand, sandy clay marsh/wetland sediments, and/or pond sediments.

1.3 City Center AIS Report Organization

During the preparation of the AISP for City Center (Hammatt et al. 2011), it was clear that the City Center AIS report would be a massive document. The AISP scope of work and methods/sampling strategy (described in Sections 2 and 3) called for extensive subsurface testing and universal GPR-survey for all excavation areas, with detailed comparison of excavation and GPR survey results. Additionally there was the need for extensive laboratory analysis and reporting of results. These requirements alone promised an AIS report running into the thousands of pages, considering the well over 200 individual test excavations that were planned.

With the AIS report already slated for multiple volumes because of the number of pages needed for basic AIS results reporting, in consultation with SHPD and HART, it was decided to include the detailed background information presented in the City Center AISP (Hammatt et al. 2011) as part of the AIS report. Following Hawaii State archaeological inventory survey guidelines (HAR Chapter 13-276-5(b)(3), this background information, comprised of the previous archaeology, the cultural/historic background summary, and the settlement pattern analysis, need not be included in AIS reports that follow an SHPD approved AISP. The decision to include this background information was made so that the City Center AIS report is a free-standing investigation that did not need to refer back to the City Center AISP. This decision did, however, increase the volume of information that needed to be included with the AIS report.

As this AIS report was compiled, it was understood that few readers would have the opportunity to read all the different volumes from cover to cover. Based on past experience, typically massive AIS reports are quickly subjected to "information triage" where the reader seeks out the specific information they need. It is with this information triage in mind that the different AIS volumes were put together. To the extent possible, volumes are designed to be largely self-contained. References between volumes are unavoidably common, but they were kept to the minimum possible by including redundant information. This redundancy is intentional and serves the reader that does not have the time for a cover to cover read of the multi-volume AIS report. For those readers with the time and patience for a cover to cover read of all volumes, your patience is appreciated with this redundancy.

The City Center AIS report is divided into ten (10) volumes. Volume I is the main document and contains the investigation's introduction, historic preservation regulatory context, and project description. It contains the methods and sampling strategy discussion, taken largely from the City Center AISP, but also updated. It also contains the archaeological cultural resource descriptions and significance discussion, the cultural consultation results, and the project effect and mitigation recommendations.

Volume II contains the previous archaeological summary, the traditional/historic background summary, and the settlement pattern analysis. Volume II is largely derived from the City Center AISP (Hammatt et al. 2011), although it has been substantially updated with more recent information. Information from Volume II is used and expanded upon for the individual geographic zone summaries presented in Volumes IVA through IVD (discussed below). Supplemental cultural, archaeological, and historical documentation for the Kaka'ako area in particular is available from several literature review and cultural impact assessment documents, including: McElroy, Sims, and Desilets (2008); O'Hare, Volger and Hammatt (2011); Cruz, Giannasio, Hammatt (2012); O'Hare, Borthwick, and Hammatt (2012).

Volume III consists of land court documents from the *Māhele* (the mid-nineteenth century transition from a traditional Hawaiian to a Western land tenure system). Volume III largely serves to support the discussion in Volumes I, II, and IVA through IVD. The introduction to Volume III explains the context and the types of *Māhele* records presented, while the body of Volume III also contains copies of the actual land court records discussed in the AIS report.

Volumes IVA through IVD are the excavation results for the 250 test excavations (232 original, 9 abandoned, and 27 added test excavations) that were part of the City Center AIS investigation. The excavation results volumes are organized from west to east, and into the geographic zones discussed above:

Volume IVA Excavation Results (Geographic Zones 1–2)

West Kalihi Test Excavations 1–20

East Kalihi Test Excavations 21–47

Volume IVB Excavation Results (Geographic Zones 3–5)

West Kāpalama Test Excavations 48–53

East Kāpalama Test Excavations 54–85

Iwilei Test Excavations 86–95

Volume IVC Excavation Results (Geographic Zones 6–8)

Downtown Waterfront Test Excavations 96–115

West Kaka'ako Test Excavations 116–161

Kewalo Test Excavations 162–178

Volume IVD Excavation Results (Geographic Zones 9–11)

East Kaka'ako Test Excavations 179–197

Kālia Test Excavations 198–225

Kaka'ako Makai Test Excavations 226–232

Each geographic zone begins with a geographic and cultural summary that provides the interpretative context for the individual test excavations and archaeological cultural resources within that geographic zone. These geographic zone summaries incorporate and expand upon the background information presented in Volume II.

Each individual test excavation summary in Volumes IVA to IVD begins with a header section that identifies the test excavation number and the following general information:

Ahupua'a:	(the traditional Hawaiian land division the excavation is in)
LCA:	(the Land Commission Award [Māhele award] the excavation is in)
TMK #:	(the Tax Map Key the excavation is in)
Elevation Above Sea Level:	(elevation in meters, provided by project surveyors)
UTM:	(NAD 83, Zone 4 north coordinates, excavation center point)
Max Length/Width/Depth:	(the excavation's maximal dimensions in meters)
Orientation:	(the excavation's long axis orientation to True North)
Targeted Project Component:	(e.g., "station column," "utility relocation corridor," etc.)
USDA Soil Designation:	(based on USDA soil survey data [Foote et al. 1972])

The body of the test excavation summary is divided into a number of subsections. **"Setting"** describes the location, built environment, and existing utilities immediately adjacent to the test excavation. Utility location information is based primarily on utility location CADD layers provided by PB (the general engineering consultant), but also on "one-call" utility location markings that were placed in the excavation vicinity by the various utility companies prior to excavation.

"Summary of Background Research and Land Use" provides a brief recap of what is known about past land use at each test excavation location. This information is based primarily on the background information presented in Volume II. This information (condensed into a GIS database that contained georeferenced historic maps and aerial photographs, previous archaeology projects, previously identified archaeological cultural resources, land commission award boundaries, and other environmental information) was reviewed and summarized by field crews before each excavation. This was done to provide a context for the interpretation of each test excavation. This information is included with each test excavation summary to provide this cultural/environmental context to the reader.

"Documentation Limitations" describes any unusual conditions or constraints to the documentation of the individual test excavations. Examples of such conditions or limitations include unsafe conditions that prohibit entry into the test excavation or that prohibit continued excavation, such as undermined sidewalls, or unstable sidewalls. If there were no unusual conditions or limitations, typically the depth of excavation and the depth of the water table are given.

"Stratigraphic Summary" provides a brief overview of the different stratigraphic layers observed in the excavation. This brief overview is supported by a detailed stratigraphic description based on USDA soil survey observations that is included as a table with each excavation summary.

The “**Artifact Discussion**” and “Feature Discussion” describe the artifacts and features that were documented in the excavation. Artifacts found in bulk sediment samples are described in the “Sample Results” section below. Only archaeological features are described—modern utility excavations less than 50 years old, for example, are not considered archaeological features and are not described in the feature discussion. Additionally, historic roadway features for in-use roadways (for example, Dillingham Boulevard), such as storm drains and other features associated with roadway use or construction, are considered parts of in-use architectural structures and not archaeological cultural resources. Accordingly, they are not described as archaeological features.

“**Terrestrial Faunal Remains Discussion**” focuses on summarizing the terrestrial faunal material collected from the test excavation during actual excavation. This most often consisted of the historic and modern terrestrial vertebrate material associated with historic and modern fill layers; however, this discussion also includes terrestrial faunal remains collected from natural and culturally-enriched buried A-horizons. This material was collected and identified to better characterize these deposits, but also to ensure that human remains were not present. Smaller terrestrial vertebrate remains collected as part of bulk sediment samples that were processed in the laboratory after excavation are described in the “Sample Results” sub-heading of each excavation summary as part of the discussion of bulk sediment sample results. Depending on the number of different species represented, a “terrestrial faunal identification results found during excavation” table is included with the excavation summary.

“**Sample Results**” briefly summarizes all other laboratory results, including Energy-Dispersive X-Ray Fluorescence (EDXRF), radiocarbon dating, pollen/micro charcoal particle analysis, the results of bulk sample analysis (can include additional artifact and faunal discussion), wood taxa identification, marine shell identification, and land snail identification. These results are more thoroughly discussed in Volume V: Laboratory Results.

“**GPR Discussion**” briefly describes the results of the comparison of the actual excavation results to the post-processed GPR survey results. This “ground trothing” is used as a means to evaluate the effectiveness of the GPR method in detecting stratigraphic boundaries and subsurface features. This discussion is amplified in Volumes VIA and VIB: GPR Results.

Each individual test excavation is summarized in the “**Summary**” subheading with a focus on what was learned from each test excavation. State Inventory of Historic Properties (SIHP) numbers are given for those test excavations that are part of archaeological cultural resources.

Volume V presents the laboratory results, including discussions of traditional Hawaiian artifacts, historic artifacts, processed bulk sediment samples, vertebrate material, invertebrate material, wood taxa identification, radiocarbon dating, EDXRF analysis, pollen/micro charcoal particle analysis, marine shell and land snail identification. Volume V provides detailed information to support Volumes I and IVA to IVD. Volume V also provides more detailed discussion of laboratory methods and procedures than what is included in this volume in Section 2.

Volumes VIA and VIB present the results of ground penetrating radar (GPR) survey and analysis. One of the goals of the City Center AIS was to assess the ability of GPR to determine stratigraphy and locate subsurface cultural deposits in the fully developed urban Honolulu

landscape. Accordingly, Volumes VIA and VIB present detailed comparisons of test excavation results with GPR survey results. Volumes VIA and VIB are organized by the 11 geographic zones discussed above.

1.4 Environmental Setting

The following environmental overview is augmented by environmental discussion in each of the geographic zone summaries in Volumes IVA, IVB, IVC, and IVD.

1.4.1 Natural Environment

The City Center AIS study area is situated along the low-lying coastal flats immediately inland of Kapālama Basin, Honolulu Harbor, and Kewalo Basin, generally within one km of the shoreline. The study area traverses Kalihi Stream, Kapālama Stream, and Nu‘uanu Stream. Elevations in the study area range from approximately one to seven meters (3 to 24 feet) above mean sea level. The study area receives an average of approximately 23 to 39 inches of annual rainfall (Giambelluca et al. 1986). As the City Center AIS study area traverses a predominantly urban landscape, vegetation in the study area and immediate vicinity consists primarily of introduced (non-indigenous) landscaping trees, shrubs, and ground covers. According to U.S. Department of Agriculture soil survey data (Figure 10), sediment types in the study area include exclusively: Fill Land (FL) and ‘Ewa Silty Clay Loam (EmA) (Foote et al. 1972).

Fill Land is described as follows:

This land type occurs mostly near Pearl Harbor and in Honolulu, adjacent to the ocean. It consists of areas filled with material dredged from the ocean or hauled from nearby areas, garbage, and general material from other sources. Included in mapping were a few areas that have been excavated. This land type is used for urban development including airports, housing areas, and industrial facilities. (Foote et al. 1972:31)

‘Ewa Silty Clay Loam soils are described as follows:

This soil occurs on alluvial fans and terraces...Permeability is moderate. Runoff is slow, and the erosion hazard is slight...The depth to coral limestone or gravelly alluvium ranges from 50 to more than 60 inches. In some areas cobble stones and stones occur on the surface and in the surface layer. This soil is used for sugarcane, truck crops and pasture. (Foote et al. 1972:29–3)

1.4.2 Built Environment

The study area traverses a predominantly urban environment, through the neighborhoods of Kalihi, Kapālama, Iwilei, Chinatown, Downtown Honolulu, and Kaka‘ako. The centerline of the project alignment is generally within the median or shoulder of various roads and highways, including: Kamehameha Highway, Dillingham Boulevard, Ka‘aahi Street, Nimitz Highway, Halekauwila Street, Queen Street, and Kona Street. Parcels bordering the roads and highways include a mix of commercial, industrial, and residential developments. Large developments in the vicinity of the study area include Honolulu Community College, the Aloha Tower Marketplace, and Ala Moana Center. Dillingham Boulevard and Nimitz/Ala Moana Boulevard,

and Halekauwila Street are major utility corridors with abundant subsurface and overhead utilities including: gas, water, electric, sewer, storm drain, telephone, and other communications.

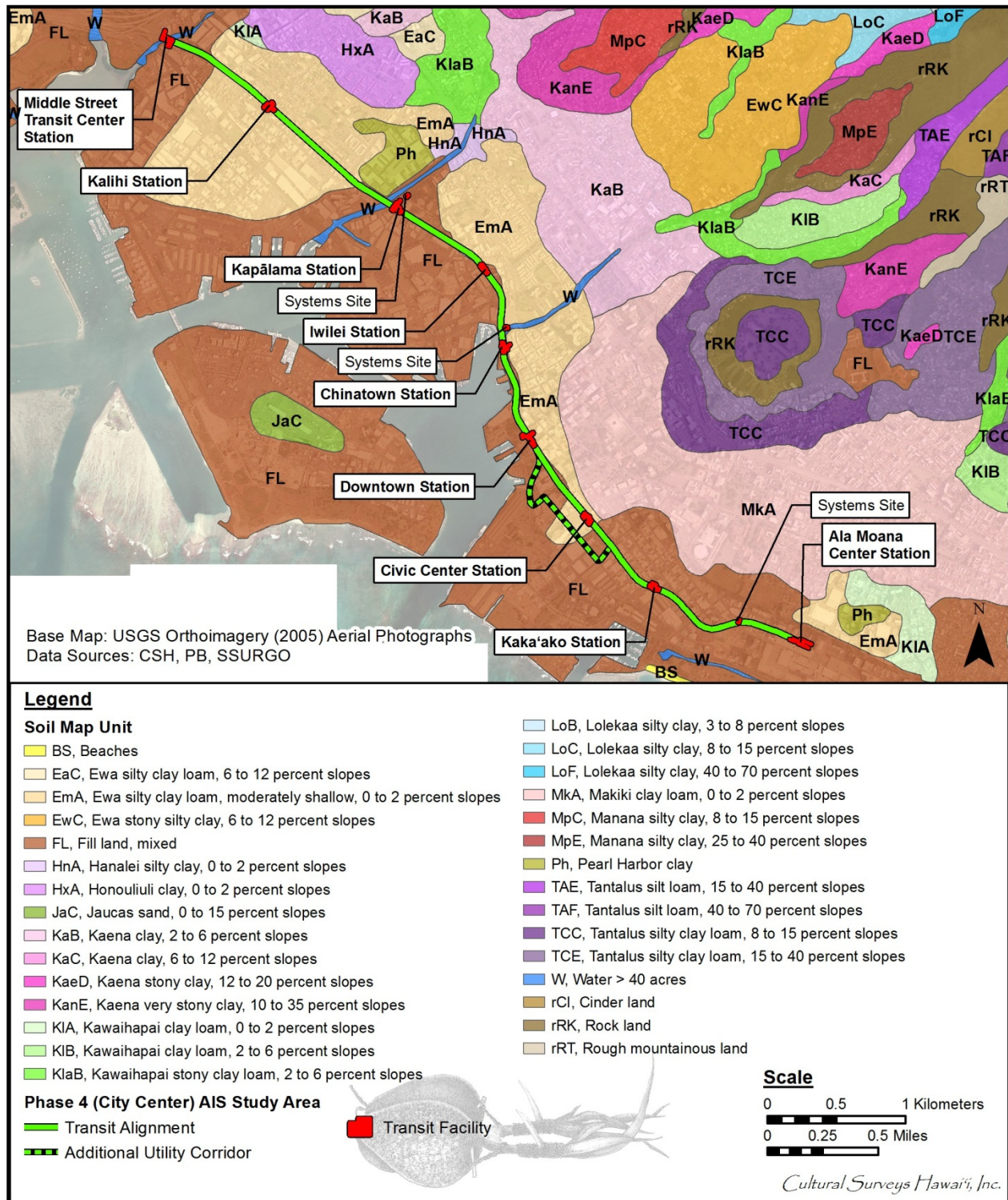


Figure 10. Aerial photograph (source: U.S.G.S. orthoimagery 2005) with overlay of the Soil Survey of Hawai'i (Foote et al. 1972), showing USDA soil types in the vicinity of the City Center AIS study area